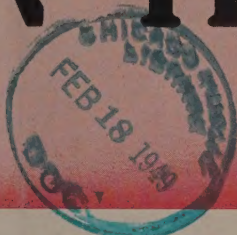
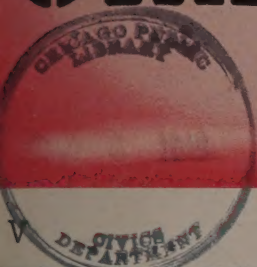


# FOREIGN TRADE



OTTAWA, FEBRUARY 5, 1949

No. 110



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Right Hon. C. D. Howe

Minister of Trade and Commerce

M. W. Mackenzie

Deputy Minister

# FOREIGN TRADE

OTTAWA, FEBRUARY 5, 1949

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**COVER SUBJECT**—Consumer goods on sale in St. John's, Newfoundland, represent a proportion of the heavy commodity purchases from Canada, the United States and other countries. Imports from Canada during the fiscal year ended last March were valued at \$54,982,000, representing 52.4 per cent of the total. The United States supplied goods valued at \$40,312,000, representing 38.3 per cent. Purchases from other countries were valued at \$9,759,000, representing 9.3 per cent, of which the bulk was supplied by Great Britain.

*National Film Board Photo*

# Jamaican Dollar Deficit Almost Cut in Half During Past Year

*Only amounts to \$20,587,000 as compared with \$39,667,000 in 1947—Import controls result in more favourable trade balance with Canada—West Indies Trade Arrangement only permits token shipments—General trading conditions in area have steadily deteriorated.*

By M. B. Palmer, Canadian Government Trade Commissioner

(Editor's Note—This is the first of two articles on conditions in Jamaica during 1948, prepared for *Foreign Trade*. One pound equals \$4.03 Canadian.)

**K**INGSTON, January 21, 1949.—Jamaica's dollar deficit for 1948, amounting to \$20,587,000, was almost half of that for the previous year of \$39,667,000. The deficit, moreover, would be further reduced by several million dollars, due to the fact that the proceeds from the export of sugar to Canada, for which Jamaica is paid in sterling and the dollars go to Great Britain, are excluded. Canadian statistics show imports of sugar from this source valued at \$5,828,641 during the first ten months of 1948.

## Foreign Trade of Jamaica

	January-September 1948			
	1947	1948	1947	1948
	Imports	Exports	Imports	Exports
Total .....	£13,432,972	£ 7,474,494	£14,572,146	£ 8,990,652
United Kingdom .....	2,589,031	5,898,378	4,908,052	6,812,482
Canada .....	3,759,081	1,018,063	2,905,023	1,477,433
United States .....	4,648,139	219,695	3,349,509	304,356
Others .....	2,436,721	338,359	3,409,562	396,381

Among "Others" on the import side, the principal countries are: Newfoundland (codfish); Trinidad (gasoline); Ecuador (rice); India (jute); Belgium (wire netting); and Argentina (canned meats).

It will be noted that the United States is regaining her prewar position under the operation of the "no discrimination" clause in the expenditure of dollars for imports.

During 1946, Jamaica's total imports were valued at £12,452,000, of which Canada supplied £4,293,000, while total domestic exports amounted to £8,575,000, of which Canada received £2,226,000. It thus is seen that under the austerity program, the trade balance with Canada is much more favourable to Jamaica in 1948 than previously.

Under the West Indies Trade Arrangement, the total amount of dollars provided will not permit much more than "token" shipments to keep brand names on the market. Under the Jamaican methods of control, the dollars will be distributed equitably among traders. Since these invariably have established connections, there is little opportunity for new lines or new manufacturers to gain a foothold.

The principal items in Jamaica's dollar expenditure during 1948, with figures for 1947 in parentheses, were: Food, \$15,283,000 (\$14,863,000); lumber, \$515,000 (\$1,299,000); iron and steel manufactures, \$925,000 (\$1,036,000); cutlery, hardware, implements and instruments, \$299,000 (\$780,000); electrical goods and apparatus, \$589,000 (\$1,173,000); manufactures of wood, \$584,000 (\$1,607,000); machinery, \$1,681,000 (\$2,029,000); cotton yarns and manufactures, \$846,000 (\$3,853,000); apparel, \$229,000 (\$597,000); footwear, \$129,000 (\$996,000); chemicals, drugs, dyes and

colours, \$977,000 (\$1,534,000); paper, cardboard, etc., \$1,408,000 (\$1,314,000); vehicles, \$572,000 (\$2,773,000); payments in respect of persons resident abroad \$935,000 (\$930,000); and personal travel, \$783,000 (\$1,495,000).

It will be seen from the above principal expenditures for goods, that with the exception of slight increases in the case of food and paper, drastic cuts in the other dollar imports account for the reduced deficit.

#### **Establishment of New Industries Encouraged**

Special inducements in the form of duty and tax concessions have been offered to encourage the introduction of new industries into the Colony. A cotton textile mill is expected to be in operation by August and the construction of a cement factory is reported to be commencing within a few months. Progress is being made in the production of fertilizers from large deposits of bat manure found in caves. A new company is in production of gypsum building material in the form of perforated slabs which can be reinforced and cemented together and may well revolutionize building methods in this area. A Bill is being considered to encourage the manufacture of buttons on a large scale. The result of tests in Britain is being awaited on the suitability of locally grown tobacco for cigarettes. A project has been established to undertake commercial fishing. A motion picture industry is being organized and the site for operations is expected to be announced soon, and a Canadian affiliation is erecting large warehouses and a bottling plant for the handling of Jamaica rum for export.

During the early months of the year, Jamaica experienced very severe drought conditions, extending over a period of nearly five months, which threatened to do serious damage to agriculture. From early in June, however, heavy rains fell and weather conditions generally have been highly favourable. The Island was free from hurricanes during the year, although the government was faced with heavy expenditures for road repairs as a result of torrential rains during the early summer.

#### **Steady Deterioration in General Trade Occurred**

There has been a steady deterioration in general trade conditions throughout the Island during the year. This was brought about, to a large extent, by the stringency of hard currency preventing the Island from buying in the cheapest markets and the consequent rapidly increasing cost of living. The government's cost of living figure in January, 1948, stood at 207·22, and in December it had risen to 251·78, or an increase of 44·56. However, a part of this increase was due to the decontrol of certain vegetables and ground provisions, so that the actual instead of the control prices were used. Flour, imported fish and milk continue to be subsidized by the government as well as other foodstuffs to a lesser extent. The estimated cost of the subsidies included in the budget for the current fiscal year stood at £174,130, as against a revised estimate of £140,261 for the fiscal year 1947-48.

By reason of the slowing down in trade, there is some accumulation of stocks on hand, also a heavy congestion of goods and merchandise on the docks. Accounts are not being met as promptly as they were a year ago, and some trading concerns are finding it difficult to finance without employing new capital. Accordingly, there had been a deterioration in the payment of collections as the year advanced, with a tendency in some quarters to repudiate drawings on the least provocation. Some improvement in the money and credit situation in the Island, however, can be looked for from new money, which will be brought into circulation when the sugar crop starts. There is also every reason to expect that trade generally

will experience a fillip as the tourist season progresses, although there has been an appreciable falling off in the tourist trade so far. While some of the larger hotels report that bookings for February and March are satisfactory, the January bookings are disappointing and registrations at the smaller hotels are said to be considerably below what they were last year. This trend is also reflected in the reduction in the number of passengers on the cruise ships calling here. One vessel which normally would carry 800 passengers recently arrived with a passenger list of 480, and it is reported that the prospects are that other ships due to call at Jamaica in the early months to come are also considerably under-booked. With much fanfare, the new sixty-room luxury Tower Isle Hotel was opened on January 15, 1949.

A committee has been set up to revise the Jamaican tariff laws, but, because of the intricate nature of the work, it is expected that some months will be occupied in its completion.

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## Newfoundland Trade Inquiries

St. John's, Newfoundland.—Importers and commission agents in this island are giving some consideration to the establishment of closer connections with Canadian exporters.

In an effort to assist such firms, the office of the Commercial Secretary for Canada in Newfoundland has undertaken to furnish lists of products required by reliable importers and commission agents for publication in *Foreign Trade*.

Canadian exporters interested in supplying any of the products listed should communicate with the Commercial Secretary for Canada in this city, indicating the products they are prepared to make available, and quoting the serial number shown below. The Commercial Secretary for Canada will then notify the firms in Newfoundland that have registered their requirements at his office. They will likely communicate with one or other of the Canadian exporters that has taken advantage of this service.

The third list of Newfoundland Trade Inquiries is published below. The others appeared in the January 1st and January 15th issues of *Foreign Trade*.

### Importers—

File IM 23—Radios and phonographs; gasoline and electric washing machines; generating plants; household furniture; plumbing equipment and supplies, including cabinet sinks; radio and automobile batteries; vacuum cleaners; domestic and commercial gasoline and electric well pumps; electric ranges; electric refrigerators; oil heating equipment; coal ranges; domestic and commercial fluorescent and incandescent lighting; electric irons, toasters, waffle-makers, hair dryers, heating pads, etc.

File IM 24—Builders' supplies, consisting of British Columbia fir—mouldings, casings, doors, plywood, lumber squares and structural timbers; cedar—mouldings, plywood, shingles and lumber; maple—flooring and dowell rods; birch—flooring, plywood, flush doors and dowell rods; pine—outside doors, mouldings, casings and lumber; oak, mahogany and bass lumber; as well as builders' hardware, furniture, wallboards, tile-board, nickel mouldings, roofing and floor tiling.

File IM 25—Foodstuffs; biscuits; confectionery; ready-made clothing; underwear; neckwear; lumbermen's supplies; footwear; household furniture; glassware; silverware; hardware; fishing tackle; jewellery; novelties; toys.

File IM 26—Toilet goods; proprietary medicines; jellies; marmalades; jams; confectionery; toilet paper; waxed paper; paper handkerchiefs.

File IM 27—Foodstuffs; feeds; building supplies.

File IM 28—General hardware, shelf and heavy; tools.

File IM 29—Bicycles and bicycle parts.

File IM 30—Sporting goods; fishing tackle; firearms.

### Agents—

File CA 6—Confectionery; toys; educational books.

File CA 7—Garden furniture; step-ladders; novelty furniture, such as bookcases, end tables and tea wagons; unfinished furniture; clothes pins; general hardware.

File CA 8—Fresh fruit; eggs; vegetables; butter.

File CA 9—Gloves, hosiery.

# Canadian Sales to Singapore and Malaya are Further Restricted

*No additional licensing of a considerable range of Canadian products formerly permitted importation—Decline recorded in trade with Canada—Imports of all goods, except textiles, from Japan to be licensed freely—Malaya's foreign trade for first nine months of 1948 shows improvement.*

By Paul Sykes, Canadian Government Trade Commissioner

(One Straits dollar equals Can.\$0.47)

SINGAPORE, December 3, 1948—Import control conditions in Singapore and the Federation of Malaya, as it applies to Canadian goods (and equally to imports from all other hard-currency countries), have recently undergone serious deterioration. Whereas, for some time, a considerable range of Canadian products, such as motor vehicles, parts and tires, canned fruits and vegetables, canned and frozen fish, several types of textiles, leather, fresh apples, paints and numerous others, could be imported in reasonable quantities, current policy stipulates that there is to be no further licensing of such imports and that, in general, trade from Canada is to be restricted to the variable list of commodities in the appendices to the "Malayan Import Guide", which comprises, for the most part, articles which are in keen demand throughout Malaya for industrial and consumer use and which are not readily available from soft-currency sources of supply. In some cases there are departures from standard policy, and licences are issued for other goods but in rare instances only. Accordingly Canadian trade to the Malayan market has already begun to decline in both variety and volume. There is no clear indication at present of the probable trend in 1949, but the outlook can only be described as far from bright.

An interesting development in Malaya's import control policy, which will be clearly reflected in the country's trade statistics for 1949, has been an official notification that imports of any goods except textiles from Japan will be licensed freely. This has resulted from the agreement recently concluded between the British government and SCAP, permitting the resumption of trade between Japan and the sterling area. Local import control offices were soon flooded with import licence applications, and the issue of licences has had to be temporarily suspended pending a review of the position. It is clear, nevertheless, that the sterling area-Japan trade arrangement is of the greatest interest to importers in Malaya who, in various instances, apparently hope to obtain from that source a number of commodities which they are at present prohibited from buying from dollar countries. The reason, incidentally, for the refusal to license imports of textiles from Japan is that the Malayan market is heavily overstocked with supplies from the United Kingdom and the United States. Any considerable imports of low-priced Japanese textiles would create chaos throughout the market.

Returns of Malaya's foreign trade for the nine months ending September 30 show imports valued at S\$1,374,030,834 as compared with a value for exports of S\$1,310,405,539. Both of these figures are larger than the 12-month totals for the year 1947, and the unfavourable balance for that period of S\$72,000,000 has declined to S\$64,000,000 in the nine months recently ended. It appears, therefore, that Malaya's foreign trade for 1948 is more than likely to show a substantial degree of improvement.

# New Chilean Exchange Measures Effective During Current Year

*Estimates of country's receipts and expenditures of foreign exchange itemized in budget form—Highest earnings expected from shipments of copper and nitrates—Specific amounts provided for purchase of individual items of import—No import permits to be granted for some commodities.*

By E. H. Maguire, Commercial Secretary for Canada

**S**ANTIAGO, January 3, 1949.—Foreign exchange measures which will apply and the import policy which will be followed by Chile throughout 1949 are outlined in the Foreign Exchange Budget, approved under a decree, dated December 21, of the Ministry of Economy and Commerce. The budget itemizes estimates of the country's visible and invisible receipts and expenditures of foreign exchange. The estimate of visible imports is broken down into fifteen sections, and each item in these sections is classified under Group I or II, according to the degree of its necessity to the economy of the country. Different exchange rates apply to items in Groups I and II. There is also an Annex in which are listed those articles for which import permits will not be issued, with the exceptions made in some cases.

The budget amounts to U.S.\$307,250,000, of which total it is estimated that U.S.\$248,712,000 will be made available for the importation of merchandise as compared with approximately U.S.\$205,000,000 made available for this purpose during 1948. Further indication of general improvement in Chile's foreign exchange position is the fact that no provision is made for release of goods from the customs, held up through lack of exchange. In the 1948 budget, U.S.\$43,379,000 was provided for this purpose, and it may be assumed that all such arrears have now been paid off. In the current budget, an amount of U.S.\$17,946,927 is provided to pay off outstanding exchange for goods shipped on consignment against payment in local currency, which are the remaining arrears in respect of the importation of goods. Chile's dependence upon exports of copper and nitrates for foreign exchange earnings is indicated by the statement that income from these sources will account for about half of the total income estimated in the budget.

## Estimated Returns from Copper and Nitrate Highest

According to the estimates of exchange earnings, exports of copper are expected to return U.S.\$116,730,000; iron ore, U.S.\$3,015,000; and nitrates and iodine, U.S.\$42,300,000. Returns from the exports of the small mining companies are expected to amount to U.S.\$6,240,000, while agricultural exports, including wheat, should account for U.S.\$46,670,000. Exports of various industrial products and copper manufactures are estimated to amount to U.S.\$14,735,000. Invisible income is expected to amount to U.S.\$61,060,000, including such items as freights, insurance, consular receipts, a possible credit from the International Bank of U.S.\$16,000,000, dividends obtained from foreign sources and foreign capital investment in the form of machinery and merchandise.

Invisible expenditures include such items as U.S.\$7,500,000 for interest and amortization of the external debt of the country; U.S.\$8,822,566 for service of capital invested in semi-fiscal and private industrial enterprises

in Chile; U.S.\$10,000,000 for amortization of foreign loans, chiefly made by the United States Export-Import Bank; U.S.\$3,500,000 for the maintenance of the Chilean diplomatic and consular services abroad; and U.S.\$2,200,000 for insurance and freights.

#### Allotment Made for Imports of Merchandise

Provision is made for the importation of U.S.\$248,712,000 worth of merchandise. As mentioned previously, merchandise imports are divided into Groups I and II and, in the event that foreign exchange earnings are not as large as expected, the articles classified in Group I will be given preference in the issuance of import permits over those in Group II. Importers must purchase exchange in payment for Group I articles at the rate of 31 pesos to the dollar, and at the rate of 43 pesos to the dollar for Group II articles. Following is a list of amounts which will be set aside for merchandise imports, according to general classification, together with amounts apportioned to items in these classifications that are most likely to be of interest to Canadian exporters:

#### Exchange Allocations for Merchandise Imports

Group		
	Section 1: Mineral products—Total .....	U.S.\$10,050,000
II	Nickel ingots .....	95,000
I	Metallic lead ingots .....	610,000
I	Zinc ore or ingots .....	480,000
I	Non-metallic ores, in bulk form or semi-refined .....	330,000
II	Aluminum in ingots .....	370,000
	Section 2: Natural products of the seas and forest—Total .....	2,090,000
II	Natural and synthetic rubber for industrial use, exclusive of tires .....	800,000
II	Natural and synthetic rubber for the manufacture of tires .....	900,000
	Section 3: Animal products—Total .....	22,340,000
II	Cowhides .....	260,000
II	Sheep and goat skins .....	50,000
	Section 4: Agricultural products—Total .....	30,902,000
II	Alfalfa seed .....	350,000
II	Tobacco leaf .....	564,000
	Section 5: Food industries—Total .....	18,075,000
II	Canned and prepared foods (Magallanes, \$70,000; and Antofagasta, \$10,000) .....	80,000
	Section 6: Beverages and liquors—Total .....	50,000
II	Spirituous liquors (only for the purpose of complying with import obligations contracted through international agreements) .....	50,000
	Section 7: Manufactured tobaccos—Total .....	100,000
	Section 8: Textile industries—Total .....	14,043,000
	Section 9: Chemical industries—Total .....	41,574,000
II	Chemical products (including 4,500 tons of ammonium nitrate for explosives) and raw materials for toilet articles .....	3,300,000
I	Streptomycin, penicillin and insulin .....	1,700,000
I	Medicinal drugs .....	2,150,000
II	Detonators and explosives not manufactured in the country (with the exception of cartridges for hunting) .....	250,000
II	Varnishes, dyes, colouring matter, pigments for paints .....	1,200,000
II	Paints in general .....	200,000
II	Printing inks and elastic inks for printing on metal .....	200,000
II	Casein .....	150,000
II	Essences and essential oils, excepting those for use in the manufacture of beverages .....	438,500
II	Plastics .....	720,000
I	Wood and paper pulp .....	4,000,000
II	Cellulose for the manufacture of artificial silk .....	1,400,000
	Section 10: Metallurgical industries—Total .....	18,882,000
II	Iron and steel bars .....	7,000,000
II	Iron and steel wire .....	2,550,000
II	Printing metals .....	170,000
II	Wire cable or tackle .....	340,000
II	Chains of all types .....	160,000
II	Gas and water meters .....	470,000
II	Pens .....	30,000
II	Screws, nuts, bolts, washers, etc. ....	220,000

## Exchange Allocations for Merchandise Imports—Continued

Group		U.S.\$
	Section 11: Machinery, equipment and tools—Total .....	\$57,940,000
II	Machinery, equipment, spares and tools for mining .....	2,300,000
II	Agricultural machinery, equipment and tools (of this item only U.S.\$2,800,000 may be drawn, and the balance of U.S.\$1,250,000 when the credit has been obtained from the International Bank) .....	4,050,000
II	Spares for agricultural machinery, equipment and tools .....	1,150,000
II	Industrial sewing-machines and spares .....	220,000
II	Spares for machinery and equipment in use in industry and trades, excluding the textile industry .....	2,100,000
I	Laundry machinery for hospitals of the Beneficencia Pública in Santiago .....	180,000
II	Tools in general .....	1,600,000
II	Motors, boilers and their spares .....	2,100,000
II	Machinery, equipment and electrical material .....	4,000,000
I	Machinery and electrical material for the National Electricity Company (Endesa) (amounts will be drawn on this item only as and when credit is obtained from the International Bank) .....	13,500,000
I	Equipment and construction material for the Popular Housing Fund .....	1,270,000
	Section 12: Transport equipment and materials—Total .....	18,160,000
I	Railway material and equipment .....	2,570,000
II	Ships and shipping material .....	1,400,000
II	Chassis for trucks .....	3,000,000
II	Tractors and spares (only U.S.\$3,800,000 may be drawn, and the balance of U.S.\$1,250,000 when credit has been obtained from the International Bank) .....	5,050,000
II	Tires and inner tubes for automobiles and trucks .....	330,000
II	Tires and inner tubes for tractors .....	290,000
II	Tugboats and semi-tugboats .....	90,000
	Section 13: Sundry articles—Total .....	13,734,000
II	Prepared stones and powders .....	240,000
II	Asbestos in all its forms .....	700,000
II	Grinding stones (abrasives) .....	100,000
II	Refractory bricks .....	320,000
II	Emery paper and cloth .....	90,000
I	Newsprint and paper for books and magazines .....	2,850,000
II	Paper and cardboard in general .....	950,000
II	Technical and scientific books .....	450,000
II	Other books .....	90,000
II	Dental equipment .....	250,000
II	Optical equipment and products .....	210,000
II	Parts and spares for domestic radios, on condition that 25 per cent of the material is used for the manufacture of popular type radios .....	900,000
II	Equipment for radar, radio-telephonic and radio-telegraphy stations .....	400,000
II	Musical instruments and spares not manufactured in the country .....	40,000
II	Syringes and hypodermic needles .....	110,000
II	Typewriters, adding-machines and spares .....	400,000
II	Laboratory equipment .....	100,000
II	Wooden pencils and others .....	200,000
II	Parts and spares for refrigerators .....	400,000
II	Sports goods not manufactured in the country .....	50,000

### Imports of Some Items Prohibited

The Annex consists of a long list of articles for which import permits will not be issued under ordinary circumstances. In general, these articles are similar to those manufactured in the country or are considered to be luxuries or semi-luxuries. Wearing apparel, processed foods, certain textiles and chemicals, as well as many durable goods, are included in the list. In certain cases exceptions are made if goods are consigned to the Magallanes territory, because of its geographical isolation from the central portion of Chile. There is a proviso allowing entry of goods when the operation of local manufacturing plants is temporarily suspended by reason of *force majeure*.

Full details of the budget may be obtained from this office or from the Commercial Relations Division, Department of Trade and Commerce, Ottawa.

# Five-Year Plan in Ireland Features Increased Agricultural Output

*Meat, eggs and dairy produce form the basis on which foreign trade may be balanced—Development of industry considered—Program outlines policy to be followed, projected production and target export figures.*

By H. L. E. Priestman, Commercial Secretary for Canada

DUBLIN, January 10, 1949.—Ireland has a five-year plan, the main purpose of which is to increase agricultural production. Meat, eggs and dairy produce constitute the principal contribution of this country to the restoration of Europe, and form the basis on which her own foreign trade may be balanced. Consideration has also been given to the development of industry in Ireland. The program outlines the policy to be followed, projected production and export figures for fuel and power, mineral development, fisheries, afforestation, housing and health services, tourism, shipping, etc.

Over 90 per cent of Irish exports are normally marketed in the United Kingdom, and Ireland's external investments are almost entirely held in Great Britain. It is deemed essential, therefore, that Ireland should conserve and strengthen the gold and dollar reserves of the sterling area pool, and assist in the return of sterling convertibility.

Ireland's imports from the dollar area have always been substantial and in the past were paid for out of her sterling balance. In 1947, imports from Canada and the United States amounted to \$141,000,000, while exports to that area were valued at \$27,000,000. Emigrants' remittances, legacies, and tourist expenditure form the major part of Ireland's dollar receipts, and it is unlikely that this source of income will expand to any appreciable extent.

Although the long-term program, therefore, is drawn up in the belief that there will be a progressive reduction in the present abnormal barriers to trade, it is clear that, until full convertibility of sterling has been attained, demand will be diverted from the dollar area to "less difficult areas".

The plan reviews briefly the steady fall in the output of livestock and livestock products during the war years, owing to the lack of fertilizers, feedstuffs, and machinery. The necessity to increase the acreage under wheat, which was 150 per cent above the prewar level in 1947, and the enforced production of coarse grains to replace feeding stuffs formerly imported, also affected livestock production. The lack of fertilizers caused a progressive fall in the yield per acre and an impoverishment of the soil which must now be remedied. The plan counts on imports of grains, feeding stuffs, machinery, oil, and other commodities from the dollar area and, presuming the availability of materials and the existence of satisfactory prices in the export market, a striking increase in agricultural exports is projected.

## Exports of Meat to be Increased

No bacon is being exported at present, but it is planned by 1952-53 to have 37,000 metric tons for export. A total of 11,000 metric tons of poultry and game are being exported this year and it is hoped to have increased this figure by 91 per cent to 21,000 metric tons. Beef and mutton exports totalled 139,000 metric tons in 1948-49, and an increase of 18 per cent to 164,000 metric tons is projected for 1952-53. A special

poultry scheme is already well under way, whereby it is anticipated to increase shipments of eggs from this year's 14,000 metric tons to 58,000 metric tons. Butter exports have at present fallen to zero, but it is hoped by 1952-53 to have 4,000 metric tons for export. Agricultural exports, which yielded approximately \$110 million in 1947, are expected to realize \$262 million in 1952-53. As domestic consumption of agricultural produce has risen considerably, this increase in the exportable surplus will entail a rise of 11 per cent over the 1929 production figure, and 22 per cent over that of 1947.

The present trade agreement with the United Kingdom expires in June, 1952, but, on the assumption that the British market still will be capable of expansion, \$295 million has been allocated to the United Kingdom out of the export total of \$317 million of agricultural products projected for 1952-53. Other participating countries are expected to receive \$14 million worth (principally meat in the form of cattle), while exports to North and Central America are estimated at \$3 million, which is a substantial advance on this year's \$1.2 million.

The import of bread and coarse grains, so that the acreage at present under wheat may be more economically employed, is an essential condition. The government is depending upon adequate imports of feeding stuffs, fertilizers and machinery. Only the provision of a market offering an attractive price, however, will give the Irish farmer the incentive to produce. A guaranteed market with assured prices already exists for barley, eggs, poultry, meat, and wheat.

#### **Government to Undertake Vigorous Program**

A vigorous propaganda campaign is to be organized by the government, and improved educational facilities for agricultural workers and farmers are to be provided. The increased utilization of fertilizers is to be advocated, and it is hoped to step up the mechanization of Irish farms. Schemes for the improvement of livestock have been initiated, and expert veterinary advice is to be available to all farmers. A soils advisory service has been established, and the restoration of Irish grasslands, one of the country's greatest natural assets, is considered to be of first importance. Rural electrification, government grants for the erection of new farm buildings, arterial drainage, the encouragement of Young Farmers' Clubs, and support for the county committees of agriculture are also planned.

Less than one-third of the working population of approximately one and a quarter million people in Ireland is engaged in industry. The drastic reduction in imports of raw materials during the war years contracted the field of employment and accelerated the flow of emigrants, which amounted to 189,942 persons during 1936-46. Since the cessation of hostilities, however, a steady expansion has taken place, and industrial production is now 14 per cent above 1938. Many new factories are projected which should provide employment, supply the home market (thus reducing the necessity for imports), and, in some cases, provide a surplus for export. Industries planned include: aluminum hollow-ware; asbestos cement goods; bricks; canning of fish; concrete blocks and other concrete products; confectionery; detergents; electric transformers, motors, switch gear, etc; fluorescent lighting equipment; furniture (metal and wood); glassware; glue and gelatine; grass meal; grindery for boots and shoes; leather cloth; machinery for the tanning and leather dressing industry; metal wire; paints; pharmaceutical goods; plaster board and wallboard; plastic goods of various kinds; refrigeration equipment; seaweed processing; spark plugs; starch; structural steel; tiles; timber products; tools and implements (hand); windows (metal); wireless sets and components; and wool combing

## **Domestic Fuel Resources Being Developed**

Schemes are already under way for the development of domestic fuel resources, thus lessening dependence on imports and providing power for industry. As coal is almost non-existent and there are no forests, full advantage must be taken of the abundant rivers and bogs. Several rivers have already been harnessed by the Electricity Supply Board, and a \$22 million government project for the annual production of one million tons of peat will have reached completion by 1952-53. Approximately one-third of this will be for generating electricity, and the remainder will be used in industry and for domestic consumption. Afforestation is to be increased from a planting of 6,000 to 25,000 acres per annum.

The state owns a substantial proportion of Irish mineral deposits, which include pyrites, lead concentrates, barytes, zinc oxide, and gypsum. Funds have been provided for mineral exploration and development. Fishing, which has been poorly developed in the past, is to be encouraged by the provision of up-to-date boats and gear, and the establishment of factories for canning, smoking and otherwise preserving fish. Internal transport is facing a period of reorganization to effect a more economic and efficient running. It is hoped also to increase the tonnage of Irish shipping to 134,000 tons by the end of 1951 from the present tonnage of 50,000 tons. This fleet should be almost entirely modern. An increase of approximately \$3,000,000 in freight earnings by 1952 is projected.

Recognizing that the health and well-being of the worker is a basic necessity for industrial efficiency, the government intends to spend \$70 million in the next seven years on the modernization and creation of hospitals, particularly for the fight against tuberculosis, and to build 100,000 new houses to relieve the present severe shortage of dwellings in town and country.

Tourism has proved a valuable source of revenue in the last few years, the net income being \$72,000,000 in 1946 and \$112,000,000 in 1947. Income from this source is not likely to remain at the 1947 level, but the tourist industry is regarded as being of the first importance. Every effort will be made to attract visitors, especially dollar visitors, to these shores. In 1947 tourists brought in \$7,000,000 in American currency, and the figure set for this source in 1952 is \$13,000,000.

## **Trade With Participating Countries to be Developed**

The general policy of the Irish government is to facilitate trade to the maximum extent permitted by foreign exchange difficulties. A special objective is the development of trade with participating countries, and the purchase from them, whenever possible, of goods formerly obtained in the dollar area. During 1948, trade agreements were concluded with France and the Netherlands, as well as with Great Britain. A number of similar agreements are in contemplation or have already been initiated.

Ireland enjoys reciprocal British Empire preferential rates of customs duty, notably in Great Britain and Canada. She also took part in the discussions leading up to the Havana Charter. The necessity of protecting home industries in their early stages is recognized, but it has been made clear to manufacturers that the government will insist on a high degree of efficiency in protected industries. New industrial undertakings may obtain capital from a state-financed organization, the Industrial Credit Company. There is also machinery by which the state may guarantee the repayment of loans required for the carrying out of capital projects.

# Western Samoa is an Important Source of Tropical Products

*Exports mainly consist of copra, cocoa-beans, bananas, rubber, desiccated coconut and dried bananas—Imports from Canada increased from £23,503 in 1946 to £98,701 in 1947, while exports to Canada decreased from £59,639 to £245 in the same period.*

By P. V. McLane, Commercial Secretary for Canada in New Zealand

**W**ESTERN SAMOA, a territory located approximately 1,600 miles northeast from Auckland and 2,200 miles from Honolulu on a direct line between the two, is an important, if little known, source of copra, cocoa, bananas and other tropical products. High world prices for copra and cocoa have provided sufficient stimulus to the development of export trade. Banana exports are limited by the fact that there is only one refrigerated vessel serving this market. Consequently all shipments are taken by New Zealand. Cocoa and copra, which are under I.E.F.C. allocation, are shipped directly to Canada, the United States, Great Britain, Australia and New Zealand. Since July, 1942, the entire copra production has been purchased by the British Ministry of Food, except for small quantities shipped to New Zealand. The prices paid producers are fixed by the administration. Sales of cocoa are negotiated by merchants in world markets at competitive prices.

Apia, the only town in the territory, is situated on the north coast of the island of Upolu and, together with the adjacent villages, has a population of approximately 10,000. The only other island of importance in the group is Savai'i. In Apia are the four principal commercial firms, which operate 168 small trading-stations. Two of these are local companies, while the remaining two are branches of firms registered in Fiji and Australia. In addition, there are numerous small trading firms and small businesses in Apia, such as a branch of the Bank of New Zealand, transportation companies, a motion picture company and a printing plant.

## **New Zealand Reparation Estates are Important to Economy**

The New Zealand Reparation Estates, which are owned directly by the New Zealand Government, operate plantations taken over from German nationals as reparations after World War I. They play an important part in the general economy of the territory. In addition to the New Zealand Reparation Estates personnel, there are 66 planters of European status.

The desiccated-coconut and dried-banana industries, which employ about 350 Samoans, have been developed wholly by the Reparation Estates, the former in 1942 and the latter in 1946. One European planter has also entered the dried banana industry. The entire output is sold to New Zealand.

The increasing financial returns from copra and cocoa during the last few years have resulted in an artificially high standard of living for the Samoan people, who display a tendency to neglect their own food plantations and to purchase more European foodstuffs than formerly. A fall in overseas prices would cause hardship more apparent than real, as food resources are sufficient for maintenance.

Many Samoans became money conscious during the war when, from 1942 to 1945, large numbers of United States troops brought extra money

into the area and provided remunerative work. The rapid rise in cocoa and copra prices has sustained and increased this money sense and, as a result, a considerable range of trade goods is now added to their basic needs. There exists a local subsistence economy based on the growing of food-stuffs such as taro, coconuts, bananas, and breadfruit, the gathering of all kinds of sea food, and the raising of pigs and poultry.

Motor vehicles and small motor-boats are used in the internal distribution of domestic and imported products. There are some 204 miles of roads capable of carrying motor traffic in the territory, comprising: 115 miles gravel; 34 miles paved, 55 miles earth. Most of these roads are on the northern coast of Upolu. There are 34 buses and 48 taxis registered.

The Postal and Radio Department is responsible for communications. There is no newspaper published, and a mimeographed daily sheet issued by the Secretariat gives the public up-to-date news.

The New Zealand National Airways Corporation operates a regular fortnightly schedule from New Zealand via Fiji to the Faleolo airfield, which is situated some twenty-two miles to the west of Apia. This airport, together with the adjoining emergency seadrome, is maintained by the New Zealand Public Works Department.

### **Regular Shipping Services Operate**

Regular monthly passenger and cargo shipping services operate from New Zealand via Fiji. Cargo steamers from both British and American ports call at approximately two-month intervals. Although Samoa for some time has been a stopping-place for ocean-going ships, the only harbour, situated at Apia, has a very poor and exposed anchorage. Internal water communications are by motor-launches of shallow draft in order to cross over the reefs into the lagoons.

Of the total population of 72,936, as shown by the census of March 31, 1948, over 99 per cent comprise full Samoans, who are a branch of the Polynesian race and speak a dialect of the Polynesian language. They have long been converted to Christianity, and the church is an important social as well as spiritual centre in Samoan communities.

The unit of social organization is the family (aiga), which may be divided into groups or branches, at the head of each of which is the matai. A matai receives service from the members of the family, whom he controls in patriarchal style, conferring with them on matters of importance.

These islands have a tropical climate, with heavy precipitation and occasional severe storms. Though the islands are heavily forested, soils are generally thin and rocky, and cultivation is limited almost wholly to the coastal area and to the adjacent lower slopes.

All tropical foods grow abundantly, and the economic resources of the territory are confined to agricultural and marine products, together with limited but useful forest resources. No minerals of commercial value are known to exist.

Local prices of foodstuffs and other essential commodities are set by a Price Tribunal on the basis of the monetary margin of profit, approximating the amount obtaining on September 3, 1939, on the same or similar classes of goods.

Import and finance controls were instituted during the war and are still in force. Import licences are required for certain goods imported from New Zealand and for goods imported from other countries. Import licences are granted for normal requirements and no quotas are imposed except by the supplying countries for goods in short supply, such as flour, sugar, soap and cotton textiles.

Export licences serve to control the foreign exchange earned by exports and also to channel exports in accordance with existing contracts or distribution arrangements.

Having no manufacturing industries, there are no protective tariffs, and custom duties and other taxes imposed on imports and exports are for revenue purposes only.

#### Foreign Trade of Western Samoa, by Countries

Imports		1946	1947
New Zealand .....		£172,487	£289,892
Australia .....		73,806	133,396
United Kingdom .....		107,268	120,671
Canada .....		23,503	98,701
Fiji .....		14,067	23,338
India .....		10,196	12,927
United States .....		65,858	224,890
Other .....		11,510	19,958
Total .....		£478,695	£923,773
Exports			
New Zealand .....		£269,504	£363,120
Australia .....		11,964	13,808
United Kingdom .....		216,843	671,558
Canada .....		59,639	245
United States .....		145,253	299,803
Other .....		15,847	3,236
Total .....		£719,050	£1,351,770

#### Principal Exports of Western Samoa

	1946		1947	
	Tons		Tons	
Copra .....	13,795	£340,669	18,181	£722,272
Cocoa beans .....	1,885	207,109	2,378	448,794
Rubber .....	80	17,827	25	3,941
Desiccated coconut .....	568	50,462	615	79,249
Dried bananas .....	46	10,118	83	18,851
	Cases		Cases	
Bananas .....	172,823	86,421	101,754	70,317

#### Bizonia Receives Large Cable Order from Uruguay

Frankfurt, December 14, 1948.—(FTS)—Provision has been made for the shipment of cable worth \$500,000 from Bizonia to Uruguay. This is believed to be the largest single contract so far consummated under a trade agreement recently concluded between the two countries. The contract, approved by the Stuttgart branch office of the Joint Export-Import Agency, provides for delivery of the cable by the VDM-Kabelwerke "Suedkabel", in Mannheim, to the Usinas Electricas (public utilities), in Montevideo.

Bids were requested from all parts of the world for cable to the value of \$800,000. About two-thirds of the contract went to the Mannheim firm, and one-third will be filled by a French firm.

#### Aluminum Skis Produced in Bavaria

Frankfurt, January 2, 1949.—(FTS)—Metal skis, which are expected to become popular in Germany and other countries, have recently been developed by Bavarian technicians. According to the Joint Export-Import Agency, the first sizeable contract for these skis has been placed by a Swiss firm, and delivery should be made early this year.

Made of smooth, pliable aluminum, the new skis are said to permit of greater speeds, and to retain their shape under all conditions without warping. They have been tested by well-known Bavarian skiers, and have created a favourable impression in Switzerland, where they were first used in official contests at Garmisch last November.

# Britain is Principal Market for New Zealand Apples and Pears

*Shipments under contract in 1948 totalled 1,000,000 bushels of apples and 22,000 bushels of pears—Reciprocal trade in apples between New Zealand and Canada a possibility—Apples are sold locally by weight—Current production to be maintained.*

**By Dr. W. C. Hopper, Commercial Secretary for Canada  
(Agricultural Specialist)**

(Editor's Note—This is the second of two articles on production and marketing of apples and pears in New Zealand, prepared for *Foreign Trade*.)

**W**ELLINGTON, December 5, 1948.—New Zealand had a contract for the sale of apples and pears to London merchants in 1948 and 1,000,000 bushels of apples and 22,000 bushels of pears were shipped to fill this contract. It is hoped that a similar contract may be arranged for the 1948 crop.

The price in sterling at which apples were sold was 12s. 6d. (about \$2.50) per bushel case, for varieties other than Cox's Orange, and 20s. 6d. (about \$4.10) for Cox's Orange, f.o.b. New Zealand ports. Pears were shipped on consignment and realized 15s. 9d. (about \$3.15), f.o.b. New Zealand ports. The buyer paid 7s. 6d. (sterling) (\$1.50) freight per bushel case from New Zealand to United Kingdom ports. Some varieties of apples and pears were placed in ships' chambers at 31° F. to 33° F. Other varieties of apples were shipped at temperatures of 36° F. to 38° F.

Cool storage is available in New Zealand for about one million bushels. It is estimated that, during the marketing season, 20 to 25 per cent of the fruit is placed in cool storage. At time of writing, the Wellington retail stores have only a small amount of apples for sale and no pears. These apples are not of good quality and are retailing at 7½d. (12½ cents) to 8d. per pound. It would appear that, for the months of September to January, New Zealand should be a market for Canadian apples, while New Zealand apples might find a market in Canada from, possibly, April to mid-August. The main harvesting season for apples and pears is February to May.

## **Apples are Sold Locally by the Pound**

Apples are sold to consumers by the pound in New Zealand, and no fruit of any kind is offered for sale in consumer baskets. The only fruit containers available in New Zealand to consumers are paper bags or, if purchased in wholesale quantities, wooden boxes or cases.

During the years 1941 to 1947 considerable quantities of apples were distributed free to school children. Because of the small crop, only 31,000 cases were delivered to schools in 1947, while 43,000 were provided in 1945 and 1946 and 102,000 in 1944. No apples were distributed to school children in 1948, but there is some interest in the desirability of the continuation of this practice in 1949.

Orchards have been well maintained since the government took over the marketing of New Zealand apples and pears in 1941, and it is probable that distribution of this fruit to consumers in New Zealand is on a much wider scale than in prewar years.

During the year ended September 30, 1947, a total of 4,908,389 pounds of fresh apples was processed, yielding 503,772 pounds of dried apples. These were all sold in New Zealand, and it is estimated that the demand was six to seven times greater than the supply. With reference to this matter, the Internal Marketing Division states in its report that "there is more than a possibility that dehydration will become a serious challenge to cool storage, particularly as a means of supplying cooking apples to the public during the later months of the year and, should this possibility prove correct, the marketing authority will have to give cognizance to the position".

### **Various Cultural Methods Adopted**

Cultivation of orchards in New Zealand varies from district to district and even widely within districts. Generally speaking, the main operation common to all districts is discing, while harrowing and cultivating are practised in varying degrees of intensity. Ploughing appears to be somewhat arbitrary in most districts. Some orchardists plough each year, and some only once every three years.

It is almost a standard practice with regard to cover crops to sow  $1\frac{1}{2}$  bushels of lupins per acre. These lupins are a major stand-by of the greater percentage of growers. The type and quantity of fertilizer varies greatly between districts. In Hawke's Bay, very little fertilizer is used apart from some blood and bone and farmyard manure. The luxuriant crops of lupins are disced in to provide humus. In Nelson, a wide variety of fertilizers is used, the main ones being the Fruitgrowers' Federation orchard mixtures, which consists of: blood and bone, 30 per cent; muriate of potash, 20 per cent; nitrate of ammonia, 15 per cent; and reverted super-phosphate, 35 per cent. An annual dressing of between 7 and 8 cwt. per acre is the common practice. The Central Otago district depends mainly on blood and bone and sulphate of ammonia, with the additional farmyard manure. In Auckland, the growers use super-phosphate together with blood and bone.

The number of sprayings a year is practically uniform at ten in Nelson, Central Otago and Auckland, while the Hawke's Bay program allows for at least twelve.

The labour rate for 1947 in the Fruitgrowers' Agreement contains the following provisions: (1) There will be an 88-hour fortnight from October 1 to May 31, and an 80-hour fortnight from June 1 to September 30; (2) permanent male workers receive £6 7s. 6d. per week, casual male workers receive 3s.  $1\frac{1}{2}$ d. per hour, and casual female workers receive 2s.  $1\frac{1}{2}$ d. per hour.

In order to determine the standard cost of production for the new Apple and Pear Marketing Board, a survey was made in 1947. The orchards sampled represent about 18 per cent of the apple and pear trees in New Zealand.

The costs per bushel for 1947 (no wraps or liners) as established by the survey were as follows: Hawke's Bay, 9s.  $2\frac{1}{2}$ d.; Nelson, 8s. 11d.; Dunedin, 11s.  $10\frac{1}{2}$ d.; Auckland, 10s.  $8\frac{1}{2}$ d.

### **Efficiency and Allowance Standards Suggested**

The committee in charge of the survey suggested the following standard of efficiency and standard allowances:

1. The standard orchard is one which has: (a) Production, 4,875 bushels per year; (b) labour force, 3,367 man-hours required for productive work.

2. The standard orchard is capitalized at £3,176 (exclusive of tractor, house and domestic buildings).

3. Interest would be allowed at  $4\frac{1}{2}$  per cent per annum on capital value.
4. The owner is entitled to a managerial allowance of 10s. per week and an additional allowance for supervision of 30s. per week (a total of £2).
5. The standard cost (non-wrapped), computed on the above basis, shall be as follows:

	Pence per bushel
Production, picking, grading and packing .....	39.7376
Allowance for management and supervision .....	3.8400
Motive power .....	6.1520
Spray, seed for cover crop, fertilizer, cases, nails, labels.....	35.3691
Capital charge (interest) .....	7.0360
Depreciation .....	5.0116
Repairs and maintenance .....	5.5215
Overhead .....	4.2407
Cartage, outward and inward .....	2.8762
Total .....	109.7847

### Current Production Level to be Maintained

Replacement of old trees is being carried on by growers as nursery stock becomes available, and a few new plantings are taking place. The government officers concerned with fruit production are recommending the maintenance of present orchards but are not promoting the establishment of new ones, except sufficient to take care of increases in population. Substantial areas of land are available for new plantings if the economic outlook for the industry and the competitive position of the industry with respect to the use of land were bright enough to encourage greater production. Considerable expansion in pear production is considered to be desirable, but is unlikely. Most of the settlement of ex-servicemen in apple and pear districts has been on land already under established orchards.

The long distance to the large consumer markets, the relatively high cost of transportation of apples and pears under refrigeration and the possibilities for increasing production of these fruits in countries closer to the large consuming markets are deterrents to any large-scale increase in production in New Zealand. However, the fact that New Zealand and Australian fruit is harvested and available for shipment when these fruits are not obtainable locally in Northern Hemisphere countries gives New Zealand and Australian apple and pear growers certain marketing advantages.

### Industrial Development Continuing in Northern Ireland

Belfast, December 21, 1948.—(FTS)—The Northern Ireland Government continues to pursue its policy of industrial expansion and decentralization. According to recent statements by the Minister of Commerce and his Parliamentary Secretary, the Ministry has acquired factory sites with a total area of two hundred acres, and the establishment of nineteen factories with a total floor area of nearly a million square feet is in progress. New undertakings started with government assistance or co-operation are employing over 16,000 workers, and these, with other undertakings not yet started, are expected to absorb a further 13,700 employees when in full production.

The new industries include the manufacture of carpets, pottery, women's hosiery, perambulators, toys, cotton yarns, vacuum cleaners and optical components.

The government is also proceeding with a scheme for rural electrification, in order to provide adequate power for new factories established in areas outside Belfast and, while progress is at present slow, owing to the difficulty of obtaining new equipment, it will, when completed, contribute to the further expansion of electrical development throughout the country.

# India Must Import Large Supply Of Foodgrains in Current Year

*Re-imposition of food controls and extension of food rationing necessitates building up of stocks—Delegation seeks increased wheat imports from Australia—Total of 300,000 tons of wheat purchased from Canadian Wheat Board.*

**By Richard Grew, Commercial Secretary for Canada**

**N**EW DELHI, November 12, 1948.—India will require an estimated 3,000,000 tons of imported foodgrains during 1949, as a result of the re-imposition of food controls and extension of food rationing, which will necessitate the building up of adequate stocks much in excess of domestic production. A delegation will leave for Australia shortly, as part of an attempt to tap all possible foreign sources of foodgrains.

Pakistan now is unable to supply India with the 175,000 tons promised for August, 1949, due to severe damage by floods. The delegation to Australia is hoping to procure an even greater quantity than the annual 80,000 tons that has been procured from this source in the past. Meanwhile, during October, a total of 212,000 tons of foodstuffs were imported, including 11,000 tons of wheat from Russia, 114,600 tons of wheat, flour and milo from the United States, 59,300 tons of wheat and flour from Australia, and 24,800 tons of rice from Burma and Siam. However, these imports will not help to build up reserve stocks, as they were taken into account when the allocations for provinces and states were fixed last September. India and Argentina have recently concluded an agreement whereby, during the next six months, India will supply Argentina with 75,000 tons of hessian cloth in exchange for 385,000 tons of wheat. Commencing in November, 300,000 tons of wheat will be imported from Canada and shipments will continue until July, 1949, as a result of an agreement with the Canadian Wheat Board.

## **Responsibility for Subsidies to be Shared**

Recently a conference of the representatives of the Indian states, provinces and the Government of India, was held at New Delhi, which decided that a new procedure should be adopted with regard to sharing the responsibility for subsidies for imported foodgrains. From now on, the loss sustained by reason of the sale of imported foodgrains in the states at prices fixed by the government is not to be borne exclusively by the Government of India as hitherto, but also by the states or their unions in stipulated shares. The conference also decided to appoint a committee to inquire into the reorganization of the finances of the states and their unions, and to investigate the practicability of integrating the states' finances with those of the finances of India in a federal structure. In view of the recent merger of states into the Union of India, an inquiry into the sources and collection of taxes is considered imperative, and special attention is to be paid to ensure that their finances make adequate provision for raising the standards of administration to modern levels.

The Government of India has decided to suspend the use of licences for the import of caustic soda and soda ash from dollar and hard-currency countries, since large stocks now exist in the country. Applications which have already been submitted or which reached the Chief Controller of Imports before October 31, 1948, however, will be considered.

A series of talks was held in New Delhi from October 13 to 16, between representatives of the Government of India and the Vice-Chairman of the United Kingdom Raw Cotton Commission, on the joint purchase of raw cotton from the Sudan and East Africa. Although no concrete proposals have emerged, it is understood that India is hopeful of getting a fair amount of long staple cotton from these areas within the next few months.

#### **British and American Oil Companies to Make Survey**

The Government of India has just concluded an arrangement with British and American oil companies, whereby the latter have agreed to send a party of six experts to this country to survey the technical possibilities of establishing refineries for the manufacture of petroleum products from imported crude oil. These refineries will probably be located in coastal towns to reduce transportation difficulties. The party expects to be engaged on its survey for about three months.

It is reported that Indian tobacco has bright prospects of expanding its foreign market, providing quality is assured. The United Kingdom intends to purchase much larger quantities during the next year than ever before. Samples have also been sent for testing to Australian manufacturers, and if approved, there is a large scope for exports. Because of the loss of the Rangpur area of Bengal to Pakistan, India's chief source of wrapper tobacco has been lost, but steps are being taken to cultivate this species in West Bengal.

According to recent statistics, the Dominion of India had an adverse balance of Rs.19,600,000 in its sea-borne trade during the quarter ended June, 1948, whereas during the corresponding period last year, undivided India had an adverse balance of Rs.77,800,000. The improvement in India's balance of trade position is due to a considerable increase in exports, amounting to Rs.1,030,000,000, against Rs.970,000,000 in the same quarter of 1947, while imports amounted to Rs.1,090,000,000 compared with Rs.1,050,000,000 in the corresponding period of 1947.

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#### **India Receives Fertilizer From Russia**

New Delhi, January 5, 1949.—(FTS)—During December, India received 8,300 tons of ammonium sulphate from Russia through the International Emergency Food Council. The entire consignment has been sent to Calcutta for distribution to the tea gardens in North-East India. India's Ministry of Agriculture has allotted 147,228 tons of mineral manures (ammonium phosphate, sodium nitrate and ammonium sulphate) for distribution during the fertilizer year extending from July 1, 1948, to June 30, 1949, to the various industries in the provinces and states.

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#### **India Extends Most-Favoured-Nation Treatment to Western Germany**

New Delhi, January 5, 1949.—(FTS)—Most-favoured-nation treatment has been extended by India to Western Germany under Military Occupation, effective December 2, 1948. The basis of the two-way trade between the two areas will be of the standard laid down in the General Agreement on Tariffs and Trade, to which India is already a contracting party. India has already entered into a trade agreement with Western Germany, and as a large turn-over of goods between the two countries is expected, this reciprocal most-favoured-nation treatment should be advantageous to both contracting parties. It is limited to the period of occupation, and can be terminated on or after January 1, 1951, by six months' notice.

# Venezuela is Attempting Higher Livestock Output at Present

*Total per capita consumption in 1947 was approximately 18 kilos per annum—High prices and feed scarcity made importation of swine impossible—Cross-breeding of local creole cattle with Zebu recommended.*

By J. A. Stiles, Acting Canadian Government Trade Commissioner

(One bolivar equals Can.\$0.2985)

(Editor's Note—This is the third in a series of articles on economic conditions in Venezuela, prepared for publication in *Foreign Trade*.)

CARACAS, January 24, 1949.—Efforts are being made to develop the production of livestock in Venezuela. The latter is receiving special attention from public and private bodies in the attempt to raise this important phase of the country's economy to the position desired. The National Convention of Stock Raisers advised in 1948 that, since Zebu is perhaps the only type suitable for improvement of the much deteriorated creole cattle, cross-breeding of this animal with local stock should be undertaken.

In 1947, the government imported 700 bulls, 10,101 calves and 2,500 cows of the following breeds: Brown Swiss, Zebu, Jersey and Holstein. Although Bs.2,000,000 were set aside in that year for the importation of swine, high prices and scarcity of feed made purchases impossible. Last year's allotment was Bs.1,000,000. Total consumption of livestock in 1947 was 73,000,000 kilos, or a per capita consumption of approximately 18 kilos per annum.

The livestock industry is at present stationary, due to lack of scientific methods of breeding and selection. The livestock resources may be widely developed, however, since there are more than 400,000 square kilometers of flat grazing land, well situated near centres of consumption and within easy reach of ports.

## National Consumption of Livestock

(Cattle, sheep, goats, swine)

Year	Head	Kilos	Index (1939=100)
1939	526,803	52,752,710	100.0
1940	574,541	65,625,059	120.6
1941	591,258	60,966,682	115.6
1942	635,270	63,137,898	119.9
1943	604,453	60,020,885	113.8
1944	620,652	64,631,243	122.0
1945	652,886	70,050,156	132.8
1946	740,732	76,898,629	145.8
1947	718,545	73,022,641	138.4
1948 (est.)	.....	69,360,000	131.4

## Poultry and Rabbit Breeding Encouraged

Although still in the early stages of development, poultry and rabbit breeding have been attracting the interest of the Ministry of Agriculture and Livestock. The required technical personnel are being trained with a view to fostering these industries, and credits have been granted by the Agricultural and Livestock Credit Bank for the development of poultry farms. Chickens and rabbits from special breeds have been imported to assist in this work.

Apart from that destined for the making of cheese and butter, the production of fresh milk is calculated to be 120 million litres per year. Distributed among a population of 4 million, this amount provides an average of 30 litres a year per person, which is insufficient to meet the demand. As a result, large quantities of preserved milk have been imported, mainly from the United States. There is only one Venezuelan factory in the country, producing about 2,000,000 kilos a year of powdered milk. This is the most popular form of concentrated milk consumed in Venezuela, and accounts for 95 per cent of the imports.

One of the main causes of the low milk production is the lack of adequate cattle food throughout the year. Pastures lose much of their feeding value or disappear altogether during the dry season. The government is attempting to increase production by granting credits to farmers for the construction of forage stores, and by improving local breeds with imported cattle. It is also experimenting with new fodder plants.

#### Imports of Preserved Milk

Year	Kilos	Bolivars
1941 .....	5,302,472	9,990,764
1942 .....	4,172,476	9,414,866
1943 .....	3,931,361	9,016,284
1944 .....	3,831,383	10,081,890
1945 .....	4,561,996	11,140,884

Before World War II, much of the vegetable oil consumed in Venezuela was imported from Europe, particularly Spain and Italy. Owing to the war, it was necessary to rely on local production, and at present the local needs are mainly being filled from the increased cultivation of sesame, peanut and coconut. In 1947, the government acquired and modernized the Maracay factory for vegetable oils, the output of which has greatly risen of late. Loans of Bs.4,000,000 have been allocated this year to help farmers and manufacturers.

#### Production of Vegetable Oils

Year	(In kilos)				Index	
	Coconut	Cotton	Peanut	Sesame	Total (1945=100)	
1945 .....	933,698	530,359	663,457	655,099	2,782,603	100.0
1946 .....	1,051,689	546,066	1,008,646	451,314	3,057,715	109.8
1947* .....	1,164,000	420,000	324,000	1,032,000	2,940,000	105
1948* .....	2,388,000	396,000	372,000	1,236,000	4,392,000	154

\*Estimated figures.

#### Tobacco Industry Protected by High Tariff

Although tobacco is not cultivated on a large scale, production is sufficient to meet the needs of the many local industries, and to provide a small surplus for export. The tobacco industry is one of the most important of the Caracas area, and is protected by a high import tariff. About six million pounds of leaf are produced, of which 70 per cent is used for making cigarettes and the balance for cigars. There are 275 factories turning out tobacco products, and an experimental plantation in the State of Carabobo has been very successful.

Although potatoes could be more widely grown in Venezuela, local production does not cover national needs. Some reasons for this situation are: disease, insects, lack of irrigated plantations, defective fertilization, inadequate storage facilities, and the need for specialized machinery.

As the country is not in a position to produce seed potatoes, and will not be for many years, with the exception of the seed reserved from their own harvest by Andean farmers, it will be necessary to continue importing seed from North America. It is essential that supplies arrive at the right

time of year, namely, September and October. Table potatoes are imported throughout the year, with the exception of the period February-May inclusive, when imports are permitted only if the local crop is insufficient to meet requirements. Total annual imports usually amount to 2,000 metric tons.

In the central zones of the country, the popular varieties are Red Bliss, Green Mountain, Irish Cobbler, Katahdin, Sebago and Up-to-date, the seeds of which come from the United States and Canada. Red Bliss matures in about 80 days, Katahdin in about 110 days, and the others fluctuate between these two periods.

### **Coconuts Are Selling Well**

Very few fruits are produced for export, although a few thousand bananas are sent to the Dutch islands of Curaçao and Aruba. The banana is classed as a minor fruit on the local market, much less important than the "plátano" (cooking banana), a thicker type of about the same length as the regular variety.

Coconuts are enjoying a boom, due to the high price being paid for copra rather than for the fruit. They are replacing cacao in the Delta Amacuro for the same reason, and also because disease has attacked cacao in this region.

There are about fifty varieties of fruit in the country, among the best but little cultivated being mango, melon, orange, pineapple, guayaba, merey, and grapes. The local orange is of excellent quality, but due to its lack of cultivation, the California product sells readily on the streets of Caracas.

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### **Great Britain and Yugoslavia Sign Trade Agreement**

London, January 29, 1949—(F.T.S.)—Exchange of products in the amount of £15,000,000 will result from a recently signed trade agreement between Britain and Yugoslavia. Provision is made therein for compensation to British nationals for property nationalized by Yugoslav decree and an arrangement whereby the nationals of one may recover their monies and property from the other. The pact, negotiations for which covered a period of sixteen months, is regarded as a temporary arrangement, and will cover the twelve-month period ending September 30, 1949. It will then be replaced by a long-term trade agreement, negotiations for the latter being expected to commence shortly.

The United Kingdom is committed to supply Yugoslavia with such products as textiles, raw materials, chemicals, machinery and crude oil. In return, this country will send timber, wood products and certain food-stuffs. The pact provides for an expansion of trade in excess of this estimated value of £15,000,000 if this proves practicable.

Under the compensation agreement, the Yugoslav government has undertaken to pay Britain the sum of £4,500,000 in compensation for British (including Commonwealth and Colonial) property affected by various Yugoslav measures of nationalization and expropriation, of which total a payment of £450,000 will be made during 1949. The remainder will be paid in accordance with arrangements to be effected during the negotiations for a long-term trade agreement.

The agreement also provides for the return of money and property in Yugoslavia which belong to British nationals in the United Kingdom and have been subject to special measures because of the enemy occupation of Yugoslavia. Similarly, it provides for return of money and property in the United Kingdom now under the control of the Custodian of Enemy Property and which belong to Yugoslav nationals in Yugoslavia.

# Output of Sports and Games Equipment In Pakistan Returning to Normal

*Sialkot, centre of this industry, located inside the border between West Punjab and Kashmir—Partition had paralyzing effect on production—Quality and price of products compete in world markets.*

By G. A. Browne, Acting Canadian Government Trade Commissioner

(Editor's Note—Mr. Browne is at present making a tour of Canada.)

**K**ARACHI, December 30, 1948.—Manufacturing and business conditions in Sialkot, centre of the sports and games equipment industry, are expected to return to a favourable position soon. Disorganized at the close of 1947 and early 1948 as a result of partition, the industry is adding a growing managerial and sales ability and experience to its craft skills, the major asset retained after this division. Pre-partition exports of sports goods were shipped from Calcutta, Bombay and Karachi, and in many cases are not distinguishable in past statistics as originating exclusively in Sialkot. An exact estimate of the former export volume of this industry is, therefore, not possible, although its size may be estimated by the fact that Canada, which accounted for perhaps as much as five per cent of the off-take of the industry's sports goods and camp equipment, averaged, during the war, between nine and thirteen thousand dollars in annual Sialkot imports.

The effect of partition on this industry was possibly as serious as any other in the Dominion. The greater part of the managerial and sales enterprise, as well as the financing of crafts, had been in the hands of non-Muslims who, on partition, and during the communal upheaval in the Punjab, departed to India. A Canadian parallel of the resulting situation would be for shop employees of a manufacturing company, at least half of whose production was for export, to be suddenly faced with the disappearance of the entire office staff, all salesmen, most of the designers and maintenance men and most of the bond and stockholders of the company. Add to this a warlike situation with troop skirmishes five miles from the plant, interrupting the arrival of raw materials and causing the banks to operate on a very restricted scale, and the parallel will be fairly complete.

## Cutlery Line Added During Recent Years

Of recent years the Sialkot firms have expanded into the cutlery line and during the war supplied large quantities of cutlery and fine surgical equipment to the armed forces, as well as exporting these surgical implements to other areas. Concurrent with the inclusion of working on cutlery steels, a development was made in machine-tool making. Although the industry is small yet, with a limited domestic market, preparation has been made for more advanced and precise machine-tool engineering.

As well as tennis, badminton, cricket, field hockey and football equipment of all kinds, this manufacturing centre produces fishing and camping equipment, polo requisites, boxing and water-polo equipment and a variety of stores for other games.

The introduction of western sports and games to what was British India and that part of it which is now Pakistan found a people who already delighted in such vigorous athletic pastimes as wrestling and polo and other equestrian sports. The western games of football, hockey (field hockey),

tennis, cricket, and, recently, badminton, attract many participants and more spectators in Pakistan where the standard of play is generally very good.

To supply the domestic demand for sports and games equipment, an industry sprang up at Sialkot, inside the border between West Punjab and Kashmir. The woodworking and leather-working skills of the Muslim craftsmen of Sialkot, and the particular advantages of labour conditions in that country combined to produce sports equipment of a good standard and at a price sufficiently attractive to permit its shipment to distant markets around the world.

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## Increase Recorded in Shipping Returns for Malayan Ports

*Figures for first six months of 1948 are 25 per cent higher than those for same period in 1947—Flagships of British registry account for 50 per cent of total ocean-going vessels recorded—Singapore credited with high proportion of traffic.*

By Paul Sykes, Canadian Government Trade Commissioner

SINGAPORE.—Reports of substantial increases in Malaya's foreign trade during the first half of 1948 are paralleled by figures of deep-sea and coastal shipping at Singapore and subsidiary Malayan ports. The total number of arrivals (one arrival at a Malayan port only being counted) of ocean-going vessels at Singapore, Penang, Malacca and Port Swettenham during January-June, 1948, was 2,108, of a tonnage of 5,445,216, which figures show a 25 per cent increase over corresponding returns for the first half of 1947 of 1,571 arrivals and 4,466,999 tons. Singapore is credited with a high proportion of this traffic, having handled 1,986 vessels inwards of a tonnage of 5,161,818. Penang handled 660 arrivals of a tonnage of 1,973,137, an increase of some 75 per cent over the figures for January-June, 1947. Port Swettenham reported arrivals of 302 vessels of a tonnage of 1,181,311, also a large increase over the 1947 figures, while arrivals at Malacca were 15 vessels of a tonnage of 28,305, again an improvement as compared with the previous year.

As between flags, ships of British registry customarily make up more than 50 per cent of all ocean-going vessels calling at Malayan ports, the foregoing total of 2,108 arrivals including 1,138 of British nationality. Other flags which are prominent in the trade are: Dutch (401), American (156), Norwegian (149), Panamanian (57), French (48), and Danish (47).

Statistics of traffic by coasting vessels of 75 tons or over at Malaya's four main ports (already mentioned) and the minor port of Tumpat in the state of Kelantan near the Siamese border show arrivals and tonnages for the six months as follows: Singapore, 263 and 55,650; Penang, 75 and 20,296; Malacca, 168 and 38,254; Port Swettenham, 141 and 32,854; Tumpat, 23 and 8,464. These figures are somewhat lower for Singapore and Penang than during the first half of 1947, but are considerably larger for the other three ports concerned. This is an obvious result of the greater number of calls at these two main ports by vessels engaged on deep-sea routes, while increased traffic at the minor ports reflects the general increase in economic activity throughout the country.

Further data are available regarding the tonnage of vessels of less than 75 tons and of native craft arriving at or departing from Malayan ports



**Singapore—Inner harbour, as seen from the office of the Canadian Government Trade Commissioner, indicating the roadstead for ocean-going vessels and Clifford Pier. In the first six months of 1948, arrivals of ocean-going vessels totalled 1,986 of a tonnage of 5,161,818. In the same period, arrivals of coastal vessels exceeding 75 tons totalled 263 with a tonnage of 55,650 tons.**

from or to adjacent countries. Such tonnage figures of arrivals at Singapore amounted to 69,444 from the Federation of Malaya, 258,823 from Indonesia, 3,785 from Siam, and 8,821 from other countries, a total for the six months of 340,904. Corresponding totals for other ports were: Penang, 100,019; Port Swettenham, 20,939; Malacca, 17,822; and Tumpat, 209.

#### **Transportation Facilities at Singapore Expanding**

Singapore, December 3, 1948.—(FTS)—Singapore's traditional role as a transportation centre has been emphasized during recent months by the restoration or inauguration of various sea and air services using Singapore as a terminus or main port of call. Malayan Airways, operating from Singapore throughout Malaya, Siam and Indonesia, are planning to extend their passenger and freight services to the British Borneo colonies. K.L.M. have recently commenced a new service from Singapore to Shanghai, while C.N.A.C. proposes to link Shanghai and Singapore with a regular service, calling at Amoy, Hong Kong and Bangkok. B.O.A.C.'s new planes will provide more comfortable and expeditious service to and from the United Kingdom and a weekly service to Japan. The recommissioning and new construction programs of the P. and O., B.I. Royal Inter-ocean Lines (Dutch), American President Lines (U.S.) and various other shipping companies have now progressed to a point where passenger and freight space out of Singapore to usual destinations is becoming quite freely available. With the planned improvement of port and airfield accommodation and facilities, it seems assured that Singapore will long retain its position as the hub of sea and air traffic in southeast Asia.

#### **International Congress on Large Dams to be Held in India in 1951**

New Delhi, January 5, 1949.—(FTS)—Preliminary arrangements for the Fourth International Congress on Large Dams which will be held in India in 1951 were discussed recently by the Advisory Committee of the Central Board of Irrigation. Delegates from 23 countries are being invited.

# Foodstuffs Are Main Consumer Expenditure in New Zealand

*Total of £68,000,000 spent on this item in 1946 out of total expenditure of £241,300,000—Private income in 1946-47 totalled £407,500,000—Physical shortages prevent greater purchase of commodities—Overseas receipts and payments increased.*

By P. V. McLane, Commercial Secretary for Canada

(Editor's Note—This is the second in a series of three articles on economic developments in New Zealand during 1948, prepared for *Foreign Trade*.)

WELLINGTON, January 5, 1949.—Foodstuffs were the largest single item of expenditure in New Zealand during 1946, with a total of £68,000,000. As the aggregate consumer expenditure was £241,300,000 and the private income for 1946-47 aggregated £407,500,000, it is apparent that a great deal of money was available for the purchase of commodities. Due to physical shortages, this condition could only add to the pressure for other outlets.

As indicated in the following table, the consumption of meat was high. Butter is rationed and subsidized. Fish is relatively expensive and scarce. Fruit is generally scarce and, with the possible exception of apples, too expensive for the ordinary purse. The figure for vegetables does not take into account the consumption of home-grown items, the total of which is high. Eggs would be consumed in greater volume, were it not for the fact that production is far from adequate, due to price control and the shortage of feeding stuffs.

The consumption of cereals, which includes bread and cake, is considered an adverse factor in the diet of the people. It is quite usual to see men, women and children eating ice cream in the streets, so that would be a factor in the expenditure for drinks and sweets. A total of £68,000,000 for 1,850,000 people is not an excessive amount to spend on food and drink, being less than £40 per capita a year. However, except for the basic commodities, prices are usually too high for the average wage earner.

**Aggregate Consumer Expenditure in New Zealand in 1946**  
(At retail prices)

	£N.Z. million
Foods .....	68.0
Meat .....	14.4
Fish .....	1.8
Fruit .....	5.5
Vegetables .....	7.2
Eggs .....	2.1
Dairy produce .....	12.5
Cereals .....	8.9
Other groceries .....	9.1
Drinks and sweets .....	6.4
Housing .....	38.0
Household durable goods .....	11.5
Private motoring (Transport Dept. estimate) .....	14.0
Miscellaneous consumer services .....	18.0
Clothing and footwear .....	43.0
Tobacco and cigarettes .....	13.5
Fuel and light .....	8.0
Alcoholic liquors .....	17.5
Other commodities .....	9.5

## Housing Far from Adequate

More money would be spent on all the other items but for shortages. Housing is far from adequate, and the demand for houses, apartment houses, garages and repairs will not be met for years to come. Household durable goods are not only scarce but very expensive. Some types of furniture are in adequate supply, but the stocks of washing machines, refrigerators, carpets and so forth are far from adequate. At prevailing prices, only the well-off could afford to buy them in any case. Supplies of most types of footwear are available now, but prices are high. Although expenditure for clothing is high, it is due to prices which are very much out of line with those in Canada.

New Zealanders like to keep on the move, which explains their high expenditure on motoring, 223,947 private cars being registered on September 30, 1948, and miscellaneous services, which includes travelling by train, bus and ship. Tobacco and cigarettes are in good supply, but more money would no doubt be spent on alcoholic liquor if imported spirits were available. Beer is plentiful, but spirits, other than a small amount of wine, are not made in New Zealand. New Zealanders are fresh-air minded, so relatively little money is spent on heating houses. Books, cosmetics and miscellaneous items call for more expenditure than fuel and light.

The total population of New Zealand is estimated at 1,848,846, consisting of 926,668 males and 922,178 females. The increase in population has been very moderate during the last few years. On December 31, 1938, the total was 1,618,313, 821,668 males and 796,645 females. These totals exclude the Maoris, who on September 30, 1948, were numbered

### Overseas Receipts and Payments in New Zealand

	Year ended September 30		
	1942	1945	1948
<i>Receipts</i>			
	(£N.Z.1,000)		
Exports .....	82,163	100,883	145,994
Interest, dividends, legacies, immigrants' funds, repatriated capital and private debts due in New Zealand .....	4,377	6,659	18,150
Trade debts due in New Zealand, including overseas earnings of New Zealand firms .....	3,543	5,259	10,024
Commissions, royalties and insurance .....	231	361	969
Donations and allowances .....	1,309	525	1,005
Travellers' expenses .....	406	517	826
Receipts on account of American authorities and personnel .....	274	3,751	....
Receipts by High Commissioner in London .....	25*	28,202	7,183
Unclassified .....	362	....	....
<b>Totals .....</b>	<b>92,690</b>	<b>146,158</b>	<b>184,151</b>
<i>Payments</i>			
Imports, excluding payments in respect of government imports and in respect of goods imported prior to introduction of licensing system .....	35,916	29,977	119,523
Interest, dividends, legacies, emigrants' funds, repatriated capital, and private debts due overseas .....	3,715	5,013	10,841
Trade debts due overseas, including earnings in New Zealand of overseas firms and payments in respect of goods imported prior to introduction of licensing system .....	2,368	1,905	4,699
Government debt and other services, including payments in respect of imports .....	34,206	49,326	59,542
Local body debt services .....	1,826	1,583	1,302
Commissions, royalties and insurance .....	734	670	1,177
Donations and allowances .....	530	728	1,311
Film hire and entertainments .....	284	552	568
Travellers' expenses .....	107	296	2,347
American authorities and personnel .....	301	2,586	....
<b>Totals .....</b>	<b>79,986</b>	<b>92,635</b>	<b>201,310</b>

\*Previously included in "Unclassified".

at 57,064 males and 53,818 females, a total of 110,882. That the Maoris are increasing in numbers more rapidly than the white population is indicated by comparison with December 31, 1938, when there were 45,692 males and 42,255 females, together making a total of 87,947.

Exports from New Zealand for the first nine months of 1948 were valued at £125,002,321, as compared with £101,375,560 for the same period of 1947. Imports on the other hand were valued at £99,778,077 as against £89,345,711 for the first nine months of 1947.

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## Government of Northern Ireland Subsidizes Production of Flax

*Scheme will cost at least £240,000 per year for three-year period—Spinners and growers expected to formulate long-term plan in this time—Wartime purchasing agreement with British Board of Trade cancelled.*

By H. L. E. Priestman, Canadian Government Trade Commissioner

**B**ELFAST. December 29, 1948.—Beginning with the 1949 season, flax production in Northern Ireland is to be subsidized by the government for a period of three years. The subsidy will cost at least £240,000 a year but, during the three-year period, spinners and growers will be expected to work out a long-term scheme which will make further subsidies unnecessary.

In its recent announcement concerning payment of the subsidy, the government says that the scheme has been undertaken as a result of a joint request by flax spinners and growers for a plan to safeguard flax production in Northern Ireland. It is designed to ensure: (1) that growers are paid a price that will give them a fair return on their outlay; (2) that a reasonable basic acreage is maintained under flax in Northern Ireland; and (3) that spinners may have some assurance as to their requirements of Northern Ireland flax and re-scutched tow in order to maintain employment in the linen industry.

### Main Provisions of Scheme Outlined

Final details have not yet been settled, but in outline the scheme will provide for:

1. A guarantee by the spinning trade to purchase from the farmers a minimum of 4,000 tons of flax and 2,000 tons of re-scutched tow in the 1949, 1950, and 1951 seasons, and for a guarantee by the government to take up any flax or re-scutched tow produced in Northern Ireland during these seasons in excess of the above-mentioned quantities to be taken up by the spinning trade in each of the years of the scheme.

2. The Ministry of Agriculture, after negotiations with the growers' representatives, to fix annually the prices to be paid to producers for all the Northern Ireland flax and re-scutched tow, and the Ministry of Commerce, after negotiations with the spinners and in accordance with the detailed arrangements agreed to by all parties to the scheme, to fix the prices to be paid by the spinners for flax and re-scutched tow.

3. Payment of a government subsidy representing the difference between the growers' and spinners' prices so ascertained.

4. Establishment of a grading appeal tribunal.

### 5. Fixing of scutching charges and flax seed prices.

A Bill to give effect to these proposals will be introduced in due course in the Northern Ireland Parliament.

The Flax Spinners' Association has guaranteed that for their purchases of hand-scutched dam-retted flax and re-scutched tow from the 1949 crop they will pay the following prices per stone (14 pounds): Grade 1, 38s. 7½d.; Grade 2, 37s. 1½d.; Grade 3, 35s. 7½d.; Grade 4, 34s. 1½d.; Grade 5, 32s. 7½d.; and Grade 6, 31s. 1½d. For turbine-scutched flax the price will be 1s. 6d. per stone higher for each grade. These prices are lower than those for the previous year, but the subsidy paid by the Northern Ireland Ministry will increase the 1949 prices received by Northern Ireland flax growers by 4s. per stone above the 1948 prices.

The Ministry of Agriculture subsidy is 7s. 4½d. per stone for dam-retted flax purchased at the foregoing guaranteed prices. This will mean that, in effect, the Northern Ireland grower will receive the following prices for dam-retted flax: Grade 1, 46s. per stone; Grade 2, 44s. 6d.; Grade 3, 43s.; Grade 4, 41s. 6d.; Grade 5, 40s.; and Grade 6, 38s. 6d. The prices for tow will be: Grade 1, £87 per ton; Grade 2, £77 per ton; and Grade 3, £62 per ton.

Provided the spinners purchase at the guaranteed price a minimum of 4,000 tons of dam-retted flax and 2,000 tons of re-scutched tow, the Ministry of Agriculture will buy at the same price any dam-retted flax and re-scutched tow not taken up by spinners. The surplus flax will qualify for subsidy.

The price of tank-retted and green fibre remains a matter for negotiation between the grower and processor. Flax which has been grown and sold by a farmer to a processor under an approved contract for green processing or tank retting will, however, qualify for a subsidy equivalent to that paid for dam-retted flax.

### Wartime Purchasing Agreement Cancelled

Northern Ireland's problem of obtaining supplies of flax has been one of the difficulties facing the linen industry in the last few years. Russia and Belgium used to be important sources. During and since the war, when it was necessary to rely on home-produced flax, the British Board of Trade arranged to supplement the supply by also purchasing all the flax produced in Ireland. This agreement comes to an end this year and, failing other arrangements, Ireland would then receive only the guaranteed price, ranging from 38s. 7½d. per stone for Grade 1 to 31s. 1½d. per stone for Grade 6, while the Northern Ireland producers alone would receive the Northern Ireland Government's subsidy of the additional 7s. 4½d. per stone.

Linen is an important dollar-earner for the sterling pool, and Sir Stafford Cripps, Chancellor of the Exchequer, who recently visited Northern Ireland, advised that flax should be obtained from Ireland to increase output of linen. Conversations on prices and supply took place between the Northern Ireland users and the Irish Government in October, but have not reached a successful issue. Mr. J. M. Dillon, the Irish Minister for Agriculture, announced during the summer that "if the linen spinners of Northern Ireland pay the same price, grade for grade, to our people as they give to their own people, we will grow flax, and if they don't we won't".

The Northern Ireland Government, of course, provides the subsidy only for Northern Ireland growers. The Irish Government seems, therefore, unlikely to give encouragement to the production of flax in its territory if it regards the prices to Irish growers as uneconomic. In previous years, Irish flax growers appear to have been reasonably satisfied with prevailing

prices, though the acreage fell away each year. In 1945, there were 32,849 acres of flax grown in Ireland; in 1946 the area had fallen to 26,311 acres, and in 1947 to 17,821 acres. For 1948, the acreage is estimated at approximately 20,000.

Prices offered for the crop by the British authorities were from 24s. 3d. to 31s. 9d. per stone in 1947, and in 1948 were from 33s. to 40s. 6d. per stone, according to grade. The prices fixed by the Flax Spinners' Association in Northern Ireland for the 1949 crop, which would appear to apply to sales by Irish producers, are from 38s. 7½d. per stone to 31s. 1½d., and for turbine-scutched flax the price will be 1s. 6d. per stone higher.

In the first ten months of 1947, exports of flax from Ireland were 49,823 cwt. valued at £435,929, and in the corresponding period of 1948 the quantity had fallen to 29,668 cwt. and the value to £354,389. Flax tow amounting to 34,250 cwt. and valued at £124,664 was exported in the same period of 1947, and the comparable 1948 figures were 17,455 cwt. and £58,683.

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## Trade and Tariff Regulations

### Argentina Imposes Further Import Restrictions

Buenos Aires, February 2, 1949.—(FTS)—The Argentine Government announced yesterday that all outstanding exchange permits would be subject to confirmation. It is recommended, therefore, that exporters make no shipments until it is known definitely whether permits are in order. It was also announced that new exchange regulations are being prepared.

### British Guiana Permits Importation of Chairs

Port of Spain, January 24, 1949.—(FTS)—The Controller of Supplies and Prices, British Guiana, notified importers on January 21, 1949 that quotas have been established for the importation of chairs from Canada for 1949 at a ceiling price of \$4.50 f.o.b. Canada.

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### Ireland Amends Tariff on Corrugated Paper and Board

Dublin, January 10, 1949.—(FTS)—Effective January 8, 1949, the Government of Ireland imposed a duty of 45 per cent ad valorem full rate, with a preferential rate applicable to products of Canada and the United Kingdom of 28½ per cent, on corrugated paper and corrugated board, in sheets or rolls, of a weight when fully extended equivalent to more than 11 pounds to the ream of 480 double crown sheets measuring 30 by 20 inches. In the case of corrugated paper, the foregoing rates are in each case additional to an existing basic duty of 5 per cent ad valorem. The Order carries a provision for admission, under licence, duty-free or at reduced rates.

Prior to January 8, the additional duties on corrugated paper depended on the type of paper and its weight, while corrugated board of any weight entered duty-free.

Corrugated paper of lighter weight than described above continues to pay only the basic duty of 5 per cent ad valorem, while corrugated board of lighter weight continues duty-free.

The Order also makes some adjustments in the values of certain classes of printing, writing, etc., paper which are exempted from additional duty.

## Trade Commissioners on Tour

**C**ANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

### Ottawa—Foreign Trade Service, Department of Trade and Commerce

Calgary—Board of Trade.

Charlottetown—Board of Trade.

Edmonton—Canadian Manufacturers' Association.

Fredericton—Chamber of Commerce.

Halifax—Board of Trade.

Hamilton—Chamber of Commerce.

Kitchener—Chamber of Commerce.

London—Chamber of Commerce.

Moncton—Board of Trade.

Montreal—Montreal Board of Trade.

Quebec City—Board of Trade.

Regina—Chamber of Commerce.

Saint John—Board of Trade.

Saskatoon—Board of Trade.

Sherbrooke—Chamber of Commerce.

St. Catharines—Chamber of Commerce.

Toronto—Canadian Manufacturers' Association.

Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.

Victoria—Department of Trade and Industry.

Welland—Board of Trade.

Windsor—Chamber of Commerce.

Winnipeg—Canadian Manufacturers' Association.

**C. S. Bissett**, Canadian Government Trade Commissioner in Caracas, Venezuela, has returned home on leave, and commenced a tour of Canada on December 10.

Ottawa—February 7-12.

**G. A. Browne**, Acting Canadian Government Trade Commissioner in Karachi, returned home on leave last month, and commenced a tour of Canada in Vancouver on January 21. Mr. Browne opened Canada's trade office in Karachi in September, 1947.

Winnipeg—February 7.

Toronto—February 9-16.

Hamilton—February 17.

St. Catharines—February 18.

Welland—February 19.

Brantford—February 21.

Kitchener—February 22.

Ottawa—February 23-24.

Montreal—March 21-April 2.

Quebec City—April 4-5.

### Recovery Shipments Subject to Delay

Washington, January 15, 1949—(FTS)—Actual shipments of commodities, the procurement of which has been authorized by the Economic Co-operation Administration, are subject to delay. As of November 30, 1948, for example, none of the machinery purchased from Canada had been shipped. On the other hand, it was indicated that 86 per cent of the bread grains being supplied by Canada had been delivered or were en route to scheduled destinations. Other percentages are: Dairy products, 81; meat, 73; coarse grains and feed, 59; non-ferrous metals, 56; lumber and lumber products, 55; fats and oils, 40; pulp and paper, 32.

Authorizations for procurement in Canada during the first quarter of 1949 total \$11,945,000; during the second quarter, \$66,835,000; and during the third quarter, \$25,000.



## Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. The name of the operator is given, however, and exporters should seek further details from the operator or agent concerned.

Ships loading within ten days of the publication date of this issue are not included.

### Departures from Halifax

\*Sails from Saint John about three days earlier.

†Calls at Saint John a few days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b> Lourenço Marques...	February 21-28	<i>Vancouver County</i>	March Shipping
<b>Africa-South—</b> Cape Town..... Port Elizabeth..... East London..... Durban.....	February 21-28	<i>Vancouver County</i>	March Shipping
<b>Argentina—</b> Buenos Aires..... Buenos Aires.....	February 18-23 March 4-8	<i>Brazilian Prince</i> <i>Bowhill</i>	Furness Withy Cunard Donaldson
<b>Belgium—</b> Antwerp.....	March 4-11	† <i>Vasaholm</i>	Swedish American
<b>Brazil—</b> Rio de Janeiro..... Santos.....	February 18-23 March 4-8	<i>Brazilian Prince</i> <i>Bowhill</i>	Furness Withy Cunard Donaldson
<b>British Honduras—</b> Belize.....	February 16	† <i>Apollo</i> (r)	Saguenay Terminals
<b>Canal Zone—</b> Cristobal.....	February 16	† <i>Apollo</i> (r)	Saguenay Terminals
<b>Celebes—</b> Macassar..... Macassar..... Macassar.....	February 18-22 March 5-9 March 16-20	<i>Adrastus</i> <i>Melampus</i> <i>Roebiah</i>	Cunard Donaldson Cunard Donaldson Cunard Donaldson
<b>Ceylon—</b> Colombo.....	February 15-25	<i>Cliffside</i>	March Shipping
<b>China—</b> Shanghai..... Shanghai.....	February 15-25 March 5-15	<i>Cliffside</i> <i>Oceanside</i>	March Shipping March Shipping
<b>Colombia—</b> Barranquilla.....	March 4-8	† <i>Brush</i>	Swedish American
<b>Costa Rica—</b> Port Limon.....	February 16	† <i>Apollo</i> (r)	Saguenay Terminals
<b>Cuba—</b> Santiago..... Havana.....	March 1-3 March 8-12	<i>Lake Traverse</i> † <i>Krageholm</i>	Pickford and Black Swedish American

## Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Denmark—</b> Copenhagen.....	March 4-11	† <i>Vasaholm</i>	Swedish American
<b>Dominican Republic—</b> Ciudad Trujillo....	February 16	† <i>Apollo</i> (r)	Saguenay Terminals
Ciudad Trujillo....	March 1-3	<i>Lake Traverse</i>	Pickford and Black
<b>Finland—</b> Helsinki.....	March 4-11	† <i>Vasaholm</i>	Swedish American
<b>France—</b> Le Havre.....	March 4-11	† <i>Vasaholm</i>	Swedish American
Marseilles.....	March 5-10	<i>Capo Arma</i>	Furness Withy
<b>Germany—</b> Bremen.....	March 4-11	† <i>Vasaholm</i>	Swedish American
Hamburg.....			
<b>Guatemala—</b> Puerto Barrios....	February 16	† <i>Apollo</i> (r)	Saguenay Terminals
<b>Hong Kong</b> .....	February 15-25	<i>Cliffside</i>	March Shipping
	March 5-15	<i>Oceanside</i>	March Shipping
<b>India and Pakistan—</b> Karachi.....	February 15-25	<i>Cliffside</i>	March Shipping
Bombay.....			
Calcutta.....	March 5-15	<i>Oceanside</i>	March Shipping
<b>Indonesia—</b> Batavia.....	Feb. 25-Mar. 2	<i>Queen's Victory</i> <i>Melampus</i>	Isthmian Steamships Cunard Donaldson
Soerabaya.....	March 5-9		
Belawan-Deli.....			
Batavia.....	February 18-22	<i>Adrastus</i> <i>Melampus</i> <i>Roebiah</i>	Cunard Donaldson
Cheribon.....	March 5-9		Cunard Donaldson
Soerabaya.....	March 16-20		Cunard Donaldson
Samarang.....			
<b>Italy—</b> West Coast Ports....	March 5-10	<i>Capo Arma</i>	Furness Withy
<b>Malaya—</b> Penang.....	February 18-22	<i>Adrastus</i>	Cunard Donaldson
Port Swettenham ..	Feb. 25-Mar. 2	<i>Queen's Victory</i>	Isthmian Steamships
	March 5-9	<i>Melampus</i>	Cunard Donaldson
	March 16-20	<i>Roebiah</i>	Cunard Donaldson
<b>Mexico—</b> Veracruz.....	March 8-12	† <i>Krageholm</i>	Swedish American
<b>Netherlands—</b> Amsterdam.....	March 4-11	† <i>Vasaholm</i>	Swedish American
Rotterdam.....			
<b>Netherlands Antilles—</b> Curaçao.....	February 16	† <i>Apollo</i> (r)	Saguenay Terminals
Curaçao.....	March 4-8	† <i>Brush</i>	Swedish American
<b>Newfoundland—</b> St. John's.....	February 4-7	<i>Fort Amherst</i>	Furness Withy
St. John's.....	February 6-8	<i>Blue Seal</i>	Montreal Shipping
St. John's.....	February 7-10	<i>Newfoundland</i> (r)	Furness Withy
St. John's.....	February 8-11	<i>Tudor Prince</i>	Furness Withy
St. John's.....	February 9-12	<i>Keltic</i>	Shaw Steamships
St. John's.....	February 10-13	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	February 14	<i>Island Connector</i>	Clarke Steamships
St. John's.....	February 15-18	<i>Fort Townshend</i>	Furness Withy
St. John's.....	February 18-21	<i>Wellington Kent</i>	Newfoundland Canada
St. John's.....	February 19-22	<i>Keltic</i>	Shaw Steamships
St. John's.....	February 22-25	<i>Fort Amherst</i>	Furness Withy
St. John's.....	February 23	<i>Island Connector</i>	Clarke Steamships
St. John's.....	February 24-26	<i>Nova Scotia</i> (r)	Furness Withy

# Departures from Halifax—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Newfoundland—</b>			
Con.			
St. John's.....	Feb. 26-Mar. 1	<i>Wellington Kent</i>	Furness Withy
St. John's.....	March 2-5	<i>Keltic</i>	Shaw Steamships
St. John's.....	March 14-17	<i>Newfoundland (r)</i>	Furness Withy
<b>Norway—</b>			
Oslo.....	March 4-11	† <i>Vasaholm</i>	Swedish American
Kristiansand.....			
Stavanger.....			
Bergen.....			
<b>Poland—</b>			
Gdynia.....	March 4-11	† <i>Vasaholm</i>	Swedish American
Gdansk.....			
<b>Puerto Rico—</b>			
San Juan.....	March 4-8	† <i>Brush</i>	Swedish American
<b>Saudi Arabia—</b>			
Jeddah.....	Feb. 25-Mar. 2	<i>Queen's Victory</i>	Isthmian Steamships
<b>St. Pierre- Miquelon.....</b>	February 6-8 February 9-12 February 19-22 March 2-5	<i>Blue Seal</i> <i>Keltic</i> <i>Keltic</i> <i>Keltic</i>	Montreal Shipping Shaw Steamships Shaw Steamships Shaw Steamships
<b>Singapore.....</b>	February 15-25 February 18-22 Feb. 25-Mar. 2 March 5-9 March 16-20	<i>Cliffside</i> <i>Adrastus</i> <i>Queen's Victory</i> <i>Melampus</i> <i>Roebiah</i>	March Shipping Cunard Donaldson Isthmian Steamships Cunard Donaldson Cunard Donaldson
<b>Sweden—</b>			
Gothenburg.....	March 4-11	† <i>Vasaholm</i>	Swedish American
Mal o.....			
Norrkoping.....			
Stockholm.....			
<b>United Kingdom—</b>			
Avonmouth.....	March 17-21	<i>Bristol City</i>	Furness Withy
Swansea.....			
Bristol.....	March 7-15	<i>Boston City</i>	Furness Withy
Swansea.....			
Glasgow.....	February 16-23	<i>Moveria (r)</i>	Cunard Donaldson
Liverpool.....	February 24-26	<i>Nova Scotia (r)</i>	Furness Withy
Liverpool.....	March 11-16	<i>Ascania (r)</i>	Cunard Donaldson
Liverpool.....	March 14-17	<i>Newfoundland (r)</i>	Furness Withy
London.....	February 19-20	* <i>Beaver Cove (r)</i>	Canadian Pacific
London.....	February 20-24	<i>Samaria (r)</i>	Cunard Donaldson
London.....	March 27-31	<i>Samaria (r)</i>	Cunard Donaldson
<b>Uruguay—</b>			
Montevideo.....	February 18-23	<i>Brazilian Prince</i>	Furness Withy
Montevideo.....	March 4-8	<i>Bowhill</i>	Cunard Donaldson
<b>West Indies—</b>			
Jamaica.....	March 1-3	<i>Lake Traverse</i>	Pickford and Black
Jamaica.....	March 8-12	† <i>Krageholm</i>	Swedish American
Jamaica.....	February 28	<i>Canadian Challenger</i>	Canadian National
Bahamas.....			
Antigua.....	February 8-17	<i>Alcoa Partner</i>	Alcoa Steamships
Barbados.....			
Bermuda.....			
British Guiana.....			
Dominica.....	March 4	† <i>Lady Nelson (r)</i>	Canadian National
Grenada.....	March 8-17	<i>A Ship</i>	Alcoa Steamships
Montserrat.....	March 22-31	<i>A Ship</i>	Alcoa Steamships
St. Kitts.....	April 8-11	<i>A Ship</i>	Alcoa Steamships
St. Lucia.....			
St. Vincent.....			
Trinidad.....			

## Departures from Halifax—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>Venezuela—</b>			
La Guaira.....	February 16	† <i>Apollo</i> (r)	Saguenay Terminals
Maracaibo.....			
La Guaira.....	March 4-8	† <i>Brush</i>	Swedish American
Maracaibo.....			
Puerto Cabello.....			

## Departures from Saint John

\*Sails from Halifax a few days earlier. †Calls at Halifax a few days later.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques..	February 26	<i>Vergelegen</i>	Shipping Limited
Lourenço Marques..	March 1-12	<i>Cargill</i>	Elder Dempster
Lourenço Marques..	March 25	<i>Forest</i>	Shipping Limited
Lourenço Marques..	April 1-12	<i>Cottrell</i>	Elder Dempster
Lourenço Marques..	February 15-26	<i>Trail</i>	Elder Dempster
Beira.....	March 15-26	<i>Grelrosa</i>	Elder Dempster
Lourenço Marques..	Feb. 18-Mar. 3	<i>Thorscape</i>	Kerr Steamships
Beira.....			
Mombasa.....			
<b>Africa-South—</b>	February 15-26	<i>Trail</i>	Elder Dempster
Cape Town.....	Feb. 18-Mar. 3	<i>Thorscape</i>	Kerr Steamships
Port Elizabeth.....	February 26	<i>Vergelegen</i>	Shipping Limited
East London.....	March 1-12	<i>Cargill</i>	Elder Dempster
Durban.....	March 15-26	<i>Grelrosa</i>	Elder Dempster
	March 25	<i>Forest</i>	Shipping Limited
	April 1-12	<i>Cottrell</i>	Elder Dempster
<b>Australia —</b>			
Brisbane.....	Late February	<i>Port Halijur</i>	Montreal Australia New Zealand Line
Sydney.....			
Melbourne.....			
Adelaide.....			
<b>Belgium—</b>			
Antwerp.....	February 10-18	<i>Brant County</i>	Canada Steamships
Antwerp.....	February 15-22	<i>Mont Alta</i>	Montreal Shipping
Antwerp.....	February 18-26	<i>Beckenham</i>	Cunard Donaldson
Antwerp.....	February 21-25	<i>Pont Audemer</i>	Furness Withy
Antwerp.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
		<i>Friso</i>	
Antwerp.....	March 6-12	<i>Marchcape</i>	Montreal Shipping
Antwerp.....	March 10	<i>Hedel</i>	Shipping Limited
Antwerp.....	March 18-20	<i>Beaconsfield</i>	Cunard Donaldson
<b>British Honduras—</b>			
Belize.....	March 18	† <i>Sunprince</i>	Saguenay Terminals
<b>Canal Zone—</b>			
Cristobal.....	March 18	† <i>Sunprince</i>	Saguenay Terminals
<b>Ceylon—</b>			
Colombo.....	February 16-20	<i>Elizabeth Bakke</i>	Kerr Steamships
<b>China—</b>			
Shanghai.....	March 28-31	<i>City of Sydney</i>	McLean Kennedy
<b>Colombia—</b>			
Barranquilla.....	March 4	† <i>Sundial</i>	Saguenay Terminals
<b>Costa Rica—</b>			
Port Limon.....	March 4	† <i>Sundial</i>	Saguenay Terminals

## Departures from Saint John—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b> Havana.....	February 20-25	<i>A Ship</i>	Federal Commerce
<b>Dominican Republic—</b> Ciudad Trujillo ....	March 4	† <i>Sundial</i>	Saguenay Terminals
Ciudad Trujillo.....	March 18	† <i>Sunprince</i>	Saguenay Terminals
<b>Egypt—</b> Alexandria.....	February 16-20 March 18-21	<i>Elizabeth Bakke</i> <i>John Bakke</i>	Kerr Steamships Kerr Steamships
Port Said.....			
Suez.....			
<b>France—</b> Le Havre.....	February 10-18	<i>Brant County</i>	Canada Steamships
Le Havre.....	February 21-25	<i>Pont Audemer</i>	Furness Withy
Le Havre.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
Le Havre.....	March 10	<i>Friso</i> <i>Hedel</i>	Shipping Limited
<b>Germany—</b> Hamburg.....	February 15-22	<i>Mont Alta</i>	Montreal Shipping
Hamburg.....	February 18-26	<i>Beckenham</i>	Cunard Donaldson
Hamburg.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
Hamburg.....	March 6-12	<i>Friso</i>	
Hamburg.....	March 10	<i>Marchcape</i>	Montreal Shipping
Hamburg.....	March 18-28	<i>Hedel</i> <i>Beaconsfield</i>	Shipping Limited Cunard Donaldson
Bremerhaven.....	February 22-28	<i>Beaverbrae</i>	Canadian Pacific
<b>Greece—</b> Piraeus.....	February 9-16	<i>Mont Gaspe</i>	Montreal Shipping
<b>Guatemala—</b> Puerto Barrios.....	March 18	† <i>Sunprince</i>	Saguenay Terminals
<b>Haiti—</b> Port au Prince.....	March 4	† <i>Sundial</i>	Saguenay Terminals
<b>Hong Kong.....</b>	March 28-31	<i>City of Sydney</i>	McLean Kennedy
<b>India and Pakistan—</b> Chittagong.....	Feb. 22-Mar. 3 March 22-30	<i>Martha Kleppe</i> <i>City of Delhi</i>	McLean Kennedy McLean Kennedy
Karachi.....			
Bombay.....	February 16-20	<i>Elizabeth Bakke</i>	Kerr Steamships
Madras.....			
Calcutta.....	March 28-31	<i>City of Sydney</i>	McLean Kennedy
Cochin.....			
Karachi.....			
Bombay.....			
Madras.....			
Calcutta.....			
Cochin.....			
Madras.....			
<b>Italy—</b> Genoa.....	February 9-16	<i>Mont Gaspe</i>	Montreal Shipping
Naples.....			
<b>Mediterranean—</b> Central and Western Areas.....	February 9-16	<i>Mont Gaspe</i>	Montreal Shipping
<b>Mexico—</b> Veracruz.....	February 20-25	<i>A Ship</i>	Federal Commerce
Tampico.....			
<b>Netherlands—</b> Rotterdam.....	February 15-22	<i>Mont Alta</i>	Montreal Shipping
Rotterdam.....	March 6-12	<i>Marchcape</i>	Montreal Shipping
Rotterdam.....	March 1	<i>Prins Johan Willem</i>	Shipping Limited
Amsterdam.....	March 10	<i>Friso</i> <i>Hedel</i>	Shipping Limited
	March 18-28	<i>Beaconsfield</i>	Cunard Donaldson

## Departures from Saint John—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>Netherlands</b> <b>Antilles—</b> Curaçao.....	March 18	† <i>Sunprince</i>	Saguenay Terminals
<b>New Zealand—</b> Auckland..... Wellington..... Lyttleton..... Dunedin..... Bluff.....	Mid-March	<i>Stafford</i>	Montreal Australia New Zealand Line
<b>Northern Ireland—</b> Belfast.....	February 15-20	<i>Lord O'Neill</i>	McLean Kennedy
<b>Norway—</b> Oslo..... Kristiansand..... Stavanger..... Bergen.....	Early March	<i>Lyngnesfjord</i>	March Shipping
<b>Portugal—</b> Lisbon.....	February 9-16	<i>Mont Gaspe</i>	Montreal Shipping
<b>Saudi Arabia—</b> Jeddah..... Jeddah.....	February 16-20 March 18-21	<i>Elizabeth Bakke</i> <i>John Bakke</i>	Kerr Steamships Kerr Steamships
<b>United Kingdom—</b> Avonmouth..... Swansea..... Glasgow..... Glasgow..... Glasgow..... Hull..... Hull..... Liverpool..... Liverpool..... Liverpool..... London..... London..... London..... London..... London..... Manchester..... Manchester..... Manchester..... Leith..... Newcastle.....	(February 16-23 March 8-15 March 25-31 February 16-23 March 5-13 Mar. 30-Apr. 6 February 17-21 February 24-28 February 15-20 March 4-11 March 9-16 February 14-21 February 22-28 Feb. 23-Mar. 1 March 5-12 March 10-17 February 16-19 February 23-26 March 2-5 February 14-21 Feb. 28-Mar. 5	<i>Delilian</i> <i>Dorelian</i> (r) <i>Norwegian</i> (r) <i>Moveria</i> (r) <i>Lismoria</i> (r) <i>Moveria</i> (r) <i>Bassano</i> (r) <i>Consuelo</i> (r) <i>Lord O'Neill</i> <i>Vasconia</i> (r) <i>Asia</i> (r) <i>Fort Musquarro</i> <i>Beaverbrae</i> † <i>Beavercove</i> (r) <i>Arabia</i> (r) <i>Valacia</i> (r) <i>Manchester Shipper</i> (r) <i>Manchester City</i> (r) <i>Manchester Regiment</i> (r) <i>Cairnesk</i> <i>Cairnvalona</i>	Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson McLean Kennedy McLean Kennedy McLean Kennedy Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson Cunard Donaldson Furness Withy Furness Withy Furness Withy Furness Withy Furness Withy
<b>Venezuela—</b> La Guaira..... Puerto Cabello..... Maracaibo..... La Guaira..... Maracaibo.....	March 4 March 18	† <i>Sundial</i> † <i>Sunprince</i>	Saguenay Terminals Saguenay Terminals

### Pakistan Preparing Directory of Products

A directory entitled "Pakistan Products and Who Makes Them" is under preparation by the Directorate of Supply and Development, Ministry of Industries and Education, Pakistan. The book will be on sale in Pakistan and at all the trade offices of Pakistan in foreign countries in March of this year.—(*Pakistan Affairs.*)

## Departures from Vancouver

Ships listed under "Departure from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.  
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
<b>Africa-East—</b>			
Lourenço Marques.....	February 25	<i>Japara</i>	Dingwall Cotts
Lourenço Marques.....	April	<i>Silversandal</i>	Dingwall Cotts
<b>Africa-South—</b>			
Cape Town.....	February 25 April	<i>Japara</i> <i>Silversandal</i>	Dingwall Cotts Dingwall Cotts
Port Elizabeth.....			
East London.....			
Durban.....			
<b>Algeria—</b>			
Algiers.....	February 22	<i>Hellenic</i>	Empire Shipping
<b>Argentina—</b>			
Buenos Aires.....	March 1	<i>Falkanger</i>	Empire Shipping
Buenos Aires.....	April	<i>Ravnanger</i>	Empire Shipping
<b>Australia—</b>			
Sydney.....	February 20-22 March	<i>Kookaburra</i> <i>Barrandura</i>	Empire Shipping Empire Shipping
Melbourne.....			
Adelaide.....			
Sydney.....	March 18	<i>Aorangi</i>	Canadian Australasian
<b>Belgium—</b>			
Antwerp.....	February 22	<i>Pont Leveque</i>	Empire Shipping
Antwerp.....	February 26	<i>Los Angeles</i> (r)	Gardner Johnson
Antwerp.....	March 26	<i>Vire</i>	Empire Shipping
Antwerp.....	March 28	<i>Paraguay</i> (r)	Gardner Johnson
Antwerp.....	April 6-9	<i>Golden Gate</i> (r)	Gardner Johnson
<b>Brazil—</b>			
Rio de Janeiro.....	March 1	<i>Falkanger</i>	Empire Shipping
Santos.....			
<b>Canal Zone—</b>			
Balboa.....	February 19-21	<i>Coastal Nomad</i>	Gardner Johnson
Balboa.....	February 23-27	<i>Santa Leonor</i> (r)	Gardner Johnson
Balboa.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
Cristobal.....	February 19-21	<i>Coastal Nomad</i>	Gardner Johnson
Cristobal.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
<b>Ceylon—</b>			
Colombo.....	February 10-27	<i>Lake Chilliwack</i>	North Pacific
Colombo.....	February 18	<i>Silverguava</i>	Dingwall Cotts
Colombo.....	February 22-23	<i>Canada Mail</i>	Canadian Blue Star
<b>Chile—</b>			
Antofagasta.....	March 1 April	<i>Falkanger</i> <i>Ravnanger</i>	Empire Shipping Empire Shipping
Valparaiso.....			
Arica.....	February 16	<i>Coastal Nomad</i>	Gardner Johnson
Antofagasta.....	February 23-27	<i>Santa Leonor</i> (r)	Gardner Johnson
Valparaiso.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
<b>China—</b>			
Shanghai.....	February 16-17	<i>Washington Mail</i> (r)	Canadian Blue Star
Shanghai.....	February 21	<i>Mongabarra</i>	Empire Shipping
Shanghai.....	March 4-5	<i>India Mail</i>	Canadian Blue Star
<b>Colombia—</b>			
Barranquilla.....	February 19-21	<i>Coastal Nomad</i>	Gardner Johnson
Buenaventura.....	February 26	<i>Glimmaren</i>	Empire Shipping
Buenaventura.....	March 16	<i>Don Anselmo</i>	Empire Shipping
Buenaventura.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson
Buenaventura.....	February 23-27	<i>Santa Leonor</i> (r)	Gardner Johnson
<b>Costa Rica—</b>			
Puntarenas.....	February 19-21	<i>Coastal Nomad</i>	Gardner Johnson
Puntarenas.....	February 26	<i>Glimmaren</i>	Empire Shipping
Puntarenas.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson

## Departures from Vancouver—Continued

Destination	Loading Date	Vessel	Operator or Agent
<b>Cuba—</b> Havana.....	February 14	<i>Erato</i>	Gardner Johnson
<b>Ecuador—</b> Guayaquil..... Guayaquil..... Guayaquil.....	February 19 February 23-27 February 28	<i>Coastal Nomad</i> <i>Santa Leonor</i> (r) <i>Gunner's Knot</i>	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Egypt—</b> Alexandria.....	February 14	<i>Erato</i>	Empire Shipping
<b>El Salvador—</b> La Libertad..... La Libertad..... La Libertad.....	February 19-21 February 26 February 28	<i>Coastal Nomad</i> <i>Glimmaren</i> <i>Gunner's Knot</i>	Gardner Johnson Empire Shipping Gardner Johnson
<b>Fiji—</b> Suva..... Suva.....	March 3 March 18	<i>Thor</i> <i>Aorangi</i>	Empire Shipping Canadian Australasian
<b>France—</b> Le Havre..... Le Havre.....	February 22 March 26	<i>Pont Leveque</i> <i>Vire</i>	Empire Shipping Empire Shipping
<b>Germany—</b> Hamburg..... Hamburg..... Hamburg.....	February 26 March 28 April 6-9	<i>Los Angeles</i> (r) <i>Paraguay</i> (r) <i>Golden Gate</i> (r)	Gardner Johnson Gardner Johnson Gardner Johnson
<b>Greece—</b> Piraeus.....	February 17	<i>Hellenic</i>	Empire Shipping
<b>Guatemala</b> San Jose..... San Jose..... San Jose.....	February 19-21 February 26 February 28	<i>Coastal Nomad</i> <i>Glimmaren</i> <i>Gunner's Knot</i>	Gardner Johnson Empire Shipping Gardner Johnson
<b>Hawaii—</b> Honolulu..... Honolulu.....	February 9-22 February 18	<i>Lake Kamloops</i> <i>Aorangi</i>	Anglo Canadian Canadian Australasian
<b>Hong Kong</b> .....	February 16-17 February 21 March 4-5	<i>Washington Mail</i> (r) <i>Mongabarra</i> <i>India Mail</i>	Canadian Blue Star Empire Shipping Canadian Blue Star
<b>India and Pakistan—</b> Madras..... Calcutta..... Bombay..... Calcutta.....	February 22-23 March 5 February 18 February 18	<i>Canada Mail</i> <i>Samarinda</i> <i>Silverguava</i> <i>Silverguava</i>	Canadian Blue Star Dingwall Cotts Dingwall Cotts Dingwall Cotts
<b>Indonesia—</b> Batavia..... Samarang..... Soerabaya..... Cheribon.....	February 22-23 March 5 March 5 March 5	<i>Canada Mail</i> <i>Samarinda</i> <i>Samarinda</i> <i>Samarinda</i>	Canadian Blue Star Dingwall Cotts Dingwall Cotts Dingwall Cotts
<b>Japan—</b> Yokohama..... Yokohama.....	February 16-17 March 4-5	<i>Washington Mail</i> (r) <i>India Mail</i>	Canadian Blue Star Canadian Blue Star
<b>Italy—</b> Genoa.....	February 17	<i>Hellenic</i>	Empire Shipping
<b>Lebanon—</b> Beyrouth.....	February 14	<i>Erato</i>	Empire Shipping
<b>Malaya—</b> Penang..... Port Swettenham..	February 18 February 22-23	<i>Silverguava</i> <i>Canada Mail</i>	Dingwall Cotts Canadian Blue Star
<b>Mexico—</b> Manzanillo..... Manzanillo.....	February 19-21 February 28	<i>Coastal Nomad</i> <i>Gunner's Knot</i>	Gardner Johnson Gardner Johnson

## Departures from Vancouver—Concluded

Destination	Loading Date	Vessel	Operator or Agent
<b>Morocco—</b>			
Casablanca.....	February 17	<i>Hellenic</i>	Empire Shipping
<b>Netherlands—</b>			
Rotterdam.....	February 22	<i>Pont Leveque</i>	Empire Shipping
Rotterdam.....	March 26	<i>Vire</i>	Empire Shipping
<b>New Caledonia—</b>			
Noumea.....	March 3	<i>Thor</i>	Empire Shipping
<b>New Hebrides—</b>			
Port Vila.....	March 3	<i>Thor</i>	Empire Shipping
<b>New Zealand—</b>			
Auckland.....	March 18	<i>Aorangi</i>	Canadian Australasian
<b>Palestine—</b>			
Haifa.....	February 17	<i>Hellenic</i>	Empire Shipping
<b>Peru—</b>			
Callao.....	February 19-21	<i>Coastal Nomad</i>	Gardner Johnson
Mollendo.....	February 23-27	<i>Santa Leonor (r)</i>	Gardner Johnson
	February 28	<i>Gunner's Knot</i>	Gardner Johnson
	March 1	<i>Falkanger</i>	Empire Shipping
	April	<i>Ravnanger</i>	Empire Shipping
<b>Philippines—</b>			
Manila.....	February 16-17	<i>Washington Mail (r)</i>	Canadian Blue Star
Iloilo.....	February 22-23	<i>Canada Mail</i>	Canadian Blue Star
Cebu.....	March 4-5	<i>India Mail</i>	Canadian Blue Star
Manila.....	February 18	<i>Silverguava</i>	Dingwall Cotts
Cebu.....	February 21	<i>Mongabarra</i>	Empire Shipping
Manila.....	March 5	<i>Samarinda</i>	Dingwall Cotts
Iloilo.....			
<b>Samoa—</b>			
Apia.....	March 3	<i>Thor</i>	Empire Shipping
<b>Singapore.....</b>	February 18	<i>Silverguava</i>	Dingwall Cotts
	February 22-23	<i>Canada Mail</i>	Canadian Blue Star
<b>Society Islands—</b>			
Papeete.....	March 3	<i>Thor</i>	Empire Shipping
<b>Sweden—</b>			
Stockholm.....	February 26	<i>Los Angeles (r)</i>	Gardner Johnson
Gothenburg.....	March 28	<i>Paraguay (r)</i>	Gardner Johnson
	April 6-9	<i>Golden Gate (r)</i>	Gardner Johnson
<b>Trieste.....</b>	February 17	<i>Hellenic</i>	Empire Shipping
<b>United Kingdom—</b>			
London.....	February 26	<i>Los Angeles (r)</i>	Gardner Johnson
London.....	March 28	<i>Paraguay (r)</i>	Gardner Johnson
London.....	April 6-9	<i>Golden Gate (r)</i>	Gardner Johnson
Manchester.....	March 9	<i>English Prince</i>	Furness Withy
Unstated Ports.....	February 6-21	<i>Lake Atlin</i>	Empire Shipping
	Feb. 20-Mar. 7	<i>Lake Winnipeg</i>	Anglo Canadian
<b>Uruguay—</b>			
Montevideo.....	March 1	<i>Falkanger</i>	Empire Shipping
Montevideo.....	April	<i>Ravnanger</i>	Empire Shipping
<b>Venezuela—</b>			
Puerto Cabello.....	February 26	<i>Glimmaren</i>	Empire Shipping
La Guaira.....	March 16	<i>Don Anselmo</i>	Empire Shipping
Maracaibo.....			
Maracaibo.....	February 19-21	<i>Coastal Nomad</i>	Gardner Johnson
La Guaira.....	February 28	<i>Gunner's Knot</i>	Gardner Johnson

# Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

## Argentina

*Buenos Aires*—H. L. BROWN, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Uruguay and Paraguay.

*Buenos Aires*—W. B. McCULLOUGH, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

## Australia

*Sydney*—C. M. CROFT, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

*Melbourne*—F. W. FRASER, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

## Belgian Congo

*Leopoldville*—L. H. AUSMAN, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

## Belgium

*Brussels*—B. A. MACDONALD, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

## Brazil

*Rio de Janeiro*—MAURICE BÉLANGER, Commercial Secretary, Canadian Embassy, Ed Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

*São Paulo*—J. C. DEPOCAS, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

## Chile

*Santiago*—E. H. MAGUIRE, Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.

Territory includes Bolivia.

## China

*Shanghai*—L. M. COSGRAVE, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

## Colombia

*Bogotá*—H. W. RICHARDSON, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Republic of Panama and the Canal Zone.

## Cuba

*Havana*—A. W. EVANS, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Haiti, Dominican Republic and Puerto Rico.

## Egypt

*Cairo*—J. M. BOYER, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.

Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iran, Iraq, Lebanon, Palestine, Saudi Arabia, Syria and Transjordan.

## France

*Paris*—J. P. MANION, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

*Paris*—J. H. TREMBLAY, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Belgium, Denmark, France and the Netherlands.

## Germany

*Frankfurt*—B. J. BACHAND, Canadian Economic Representative, Canadian Consulate, Economic Section, 145 Fuerstenbergerstrasse, Frankfurt am Main, A.P.O. 757, U.S. Army.

Cable address, Canadian Frankfurt/Main.

## Greece

*Athens*—T. J. MONTY, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

# Foreign Trade Service Abroad—Continued

## Guatemala

*Guatemala City*—C. B. BIRKETT, Canadian Government Trade Commissioner, Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

## Hong Kong

*Hong Kong*—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

## India

*New Delhi*—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

*Bombay*—C. R. GALLOW, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

## Ireland

*Dublin*—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

## Italy

*Rome*—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

## Jamaica

*Kingston*—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

## Mexico

*Mexico City*—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

## Netherlands

*The Hague*—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

## Newfoundland

*St. John's*—R. CAMPBELL SMITH, Commercial Secretary, Office of the High Commissioner for Canada, Water Street.

## New Zealand

*Wellington*—P. V. McLANE, Commercial Secretary, Office of the High Commissioner for Canada. Post Office Box 1660.

Territory includes Fiji and Western Samoa.

*Wellington*—Dr. W. C. HOPPER, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Post Office Box 1660.

## Norway

*Oslo*—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

## Pakistan

*Karachi*—R. K. THOMSON, Acting Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Afghanistan.

## Peru

*Lima*—C. J. VAN TICHEM, Commercial Secretary, Canadian Embassy, Edificio Boza; Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

## Portugal

*Lisbon*—L. S. GLASS, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

## Singapore

*Singapore*—PAUL SYKES, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Siam.

## South Africa

*Johannesburg*—S. V. ALLEN, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

## Foreign Trade Service Abroad—Concluded

**Cape Town**—S. G. TREGASKES, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

*Cable address, Cantracom.*

### Sweden

**Stockholm**—F. H. PALMER, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

### Switzerland

**Berne**—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

### Trinidad

**Port-of-Spain**—T. G. MAJOR, Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

### Turkey

**Istanbul**—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu.

### United Kingdom

**London**—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Sleighing, London.*

**London**—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).

*Cable address, Sleighing, London.*

**London**—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Cantracom, London.*

**London**—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

*Cable address, Timcom, London.*

**Liverpool**—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

**Glasgow**—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

*Cable address, Cantracom.*

**Belfast**—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

### United States

**Washington**—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**Washington**—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

**New York City**—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.

Territory includes Bermuda.

*Cable address, Cantracom.*

**Boston**—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

**Detroit**—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

**Chicago**—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

**Los Angeles**—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

**San Francisco**—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street, San Francisco.

### Venezuela

**Caracas**—J. A. STILES, Acting Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.

Territory includes Netherlands Antilles.

## Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for export to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Jan. 24	Nominal Quotations Jan. 31
Argentina.....	Peso	Off.	.2977	.2977
		Free	.2050	.2080
Australia.....	Pound	....	3.2240	3.2240
Belgium and Belgian Congo.....	Franc	....	.0228	.0228
Bolivia.....	Boliviano	....	.0238	.0238
British West Indies (except Jamaica).....	Dollar	....	.8396	.8396
Brazil.....	Cruzerio	....	.0544	.0544
Chile.....	Peso	Off.	.0517	.0517
		Export	.0322	.0322
Colombia.....	Peso	....	.5128	.5128
Cuba.....	Peso	....	1.0000	1.0000
Czechoslovakia.....	Koruna	....	.0200	.0200
Denmark.....	Krone	....	.2083	.2083
Ecuador.....	Sucre	....	.0740	.0740
Egypt.....	Pound	....	4.1330	4.1330
Fiji.....	Pound	....	3.6306	3.6306
Finland.....	Markka	....	.0073	.0073
France and French North Africa.....	Franc	Off.	.0038	.0038
		Free	.0031	.0031
French Empire—African.....	Franc	....	.0076	.0076
French Pacific Possessions.....	Franc	....	.0202	.0202
Haiti.....	Gourde	....	.2000	.2000
Hong Kong.....	Dollar	....	.2518	.2518
Iceland.....	Krona	....	.1541	.1541
India.....	Rupee	....	.3022	.3022
Indonesia.....	Florin	....	.3769	.3769
Iraq.....	Dinar	....	4.0300	4.0300
Ireland.....	Pound	....	4.0300	4.0300
Italy.....	Lira	....	.0017	.0017
Jamaica.....	Pound	....	4.0300	4.0300
Malaya.....	Dollar	....	.4701	.4701
Mexico.....	Peso	....	.1454	.1453
Netherlands.....	Florin	....	.3769	.3769
Netherlands Antilles.....	Florin	....	.5302	.5302
New Zealand.....	Pound	....	4.0300	4.0300
Norway.....	Krone	....	.2015	.2015
Pakistan.....	Rupee	....	.3022	.3022
Palestine.....	Pound	....	4.0300	4.0300
Peru.....	Sol	....	.1538	.1538
Philippines.....	Peso	....	.5000	.5000
Portugal.....	Escudo	....	.0403	.0403
Siam.....	Baht	....	.1000	.1000
Spain.....	Peseta	....	.0916	.0916
Sweden.....	Krona	....	.2783	.2783
Switzerland.....	Franc	....	.2336	.2336
Turkey.....	Lira	....	.3571	.3571
Union of South Africa.....	Pound	....	4.0300	4.0300
United Kingdom.....	Pound	....	4.0300	4.0300
United States.....	Dollar	....	1.0000	1.0000
Uruguay.....	Peso	Controlled	.6583	.6583
		Uncontrolled	.5618	.5618
Venezuela.....	Bolivar	....	.2985	.2985

# Trade Publications Available

## ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

## Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution at the Dairy Show, in London, England, and to the provision trade in Great Britain. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

## Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, Australia, British West Indies and British Guiana, Central America, Colombia and Venezuela, French North Africa, India, Iran, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

## Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

- Assistance Available from Trade Commissioners
- Canadian Port Facilities Aid Foreign Trade
- European Recovery Program Related to Canadian Economy
- Foreign Import Controls and Exchange Regulations
- Import Control of Capital Goods Under Emergency Act
- Industrial Development in Canada
- Influence of Geography on Import Trade
- Production of Sports Equipment in Canada
- Trade Procedure for American and British Zones in Germany

## Trade Bulletins and Reports

Detailed information on foreign trade is compiled by Dominion Bureau of Statistics, being issued on a monthly, quarterly and annual basis. The Dominion Statistician is also responsible for compilation of the *Canada Year Book*, the *Canada Handbook*, the *Canadian Statistical Review* and commodity reports. Catalogue of publications obtainable from Information Service, Dominion Bureau of Statistics, Ottawa.

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## Foreign Trade Service

OTTAWA  
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,  
KING'S PRINTER AND CONTROLLER OF STATIONERY

1949



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MAY 30—JUNE 10, 1949,  
TORONTO



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